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RAILFAN

DECEMBER 1983

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# RAILFAN & RAILROAD

48760

- NRHS Richmond convention
- 100 years of Standard Time
- Canada 1959

KODACHROME RICHARD KUNDERT

**ATLANTIC COAST LINE** E3 501, owned by Glenn Monhart, displayed her authentic ACL colors—nose herald yet to come—for six fantrips with former-CM&N F7 564 on the Central Wisconsin over July 2-3, 1983, out of Monroe, Wis., as part of the town's 101st anniversary celebration.

# Railnews

**WESTERN PACIFIC** F7s 917 and 921 were repainted at UP's North Platte Shops for donation to the California Railway Museum at Rio Vista Junction (917) and the new Feather River Rail Society museum at Portola (921). They were westbound at Salt Lake City on July 27, 1983 (**right**). All of the WP's "Fabulous Four" Fs are now in museums.

KODACHROME JOHN C. BENSON AND RYAN BALLARD

KODACHROME FRANK SZACHACZ

KODACHROME ROGER KOSCIK

**SQUAW CREEK COAL'S** sole FM H16-66 721001 was at Schiller Park, Ill., on the Soo Line on May 15, 1983, en route to new owners, the Alberta Pioneer Railway Assn. in Edmonton, Alberta.

**CANADIAN PACIFIC'S** first road diesel, Baldwin DS4-4-10 8000, retired in June 1975, has been cosmetically restored to its 1948 colors for CPR's Community Centennial Train. The unit is intended for static display and has had motors and gears removed.

KODACHROME ROGER DURFEE

**MAD RIVER & NKP RR** Museum's recently-donated NKP RSD12 329 was out in fresh paint trailing the ex-PRR sleeper *Catalpa Falls* to greet the *Best Friend of Charleston* and NKP 2-8-4 765 for the Cherry Festival in Bellevue, Ohio, on June 25.

**HAROLD H. CARSTENS**
publisher

**JAMES A. BOYD**
editor

**MICHAEL A. EAGLESON**/columnist
**GEORGE M. SMERK**/columnist
**JOE L. DIAZ**/columnist
**E. MICHAEL MERUSI**/maps
**ROBERT O. COSGROVE**/director of advertising
**TIMOTHY E. DOHERTY**/advertising sales manager
**JUDY D. LOVAS**/office manager and bookkeeper
**PHYLLIS M. CARSTENS**/assistant to the publisher

**Circulation Manager:** Linda Headley. **Circulation:** Jeanne Sipley, Paula Kurilla, Lisa Kwietniewski; **Advertising Production:** David Case, Deborah Koch, Mary Ann Lengle. **Computer Service/Bookkeeping:** Joanne McMickle. **Reader Service/Receptionist:** Catherine Streeter. **Dealer Service:** Judith E. Koester. **Mail/Bookkeeping:** Peg Gardner. **Shipping:** Zerah S. Westbrook, Stephen Graham.

### From the Publisher's Desk:
### Thoughts while splicing movie film

It had been too long since my last movie editing session, and it was time that I not only spliced assorted scenes into their proper order but also time to bring order out of chaos by going through the entire collection and keeping a review of each film in a handy little notebook. Editing of movie film is a relatively simple process, and it's possible to juggle various scenes around at will, to make any given film flow more smoothly. Editing equipment for videotape is more complex and expensive, so most video shooters leave the tape pretty much as they shoot it, without titles and maps and other things which enhance viewing. At this point I have also fallen way behind in shooting titles for the movies (though I try to do this when I'm on location). Conrail's "Ore Dock Tower" makes a nice title, as does "Canadian Pacific Winnipeg Diesel Shop". It isn't as easy when you're shooting train pictures at some point where the depot has been torn down. Somehow town names on highway signs don't set the mood.

One blessing occurred when I switched from the old 8mm format to Super 8 and later to Super 8 sound. Eveything is now on 400 foot reels, a far cry from the old 200 and 300 foot reels which were pretty much standard back in simpler days. Not long ago I saw a Super 8 projector that used 1200-foot reels providing almost a 90-minute showing. Several others accept 600-foot. If you have both 8mm and the newer Super 8 format, its handy to have a projector that accommodates both. Silent film that has been lap spliced (one end over the other with glue) will invariably jam in sound projectors designed for thinner butt-end tape splicing.

I hadn't looked at Reel 28 in some time and was thoroughly enjoying East Broad Top's M-1 gas-electric loading mail at Mount Union back in 1950, along with early Edaville, Huntington & Broad Top Mountain, plus a short sequence of Tweetsie when it ran as the Shenandoah Central. I was not prepared for some D&RGW I had shot in November 1957 at Alamosa and near La Manga Pass which I had forgotten although I knew I had slides of the same scenes. My notebook, as it becomes complete, will note all this footage for posterity. That low No. 28 tells me that the reel is old 8mm. Super 8 is all on reels designated with three digits. I keep family reels separated from the railroad and have a group of numbers allotted for oddball non-railroad things such as hobby shows, old toy trains in action, and Morgan Motor Cars. (What kind of locomotive will I have to drive the Morgan up to in order to get Boyd to print a photo of it in RAILFAN & RAILROAD and have him think he thought up a good idea?). I don't separate trolleys from railroads as I did with my old still black & white, though I feel I should probably separate commercial footage from stuff I shoot myself or have had copied from friends. Number allotting makes retrieval of selected films easier, but if you make the numbering system too complex, you lose anything you might have gained.

I find that I shoot more film today than back in 8mm days. I also noticed that we would shoot more footage back then staying at one location because we'd often be without a car and more trains were running. I enjoy shooting movies from a moving train and find it gives a different feel than shooting moving trains from the ground.

RAILFAN & RAILROAD

november 1983/vol.5 no.1

RAILROAD/founded 1906/vol.107 no.7

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## cover

At about 9:30 on the evening of July 19, 1983, flashbulbs lit up the darkness as trains of the Chessie, Seaboard and Southern posed for a group night session at the legendary triple crossing at 16th and Byrd Streets in Richmond, Virginia. Over 85 photographers participated in the event sponsored by RAILFAN & RAILROAD on the opening night of the NRHS 1983 National Convention. Read more about it in the features on pages 34 and 37 and in CAMERA BAG and MARKERS. Kodachrome by Jim Boyd.

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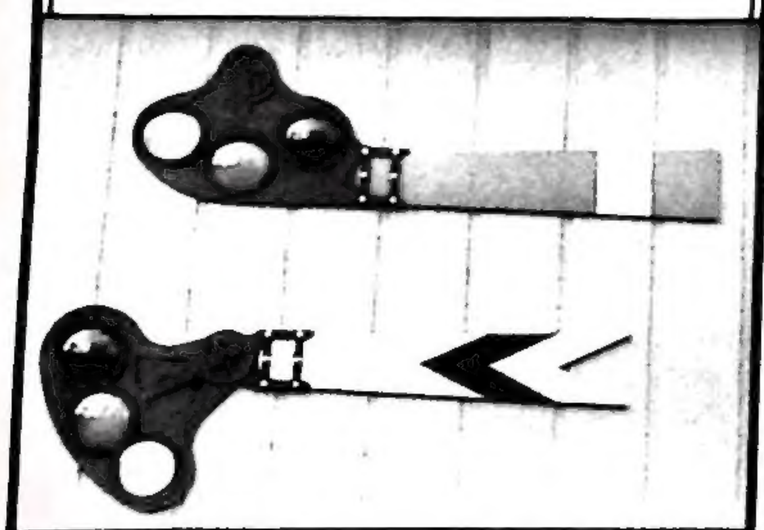

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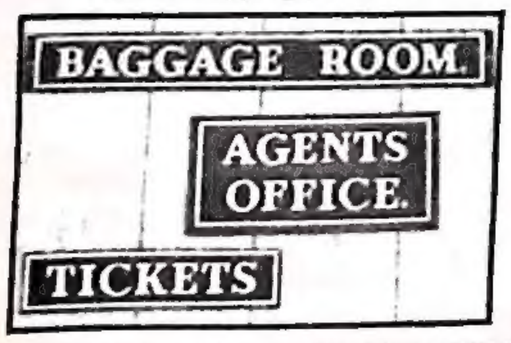


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# Fanmail

### The TP&W

Lloyd Rinehart's "The Tip-Up" Part One about the Toledo, Peoria & Western is extremely well done and interesting. Two little additions which could be made concern the second map of TP&W connections and the attempt to buy the TP&W by the M&StL in 1955-56. I believe the map should show the C&NW line from Oskaloosa to Peoria. This line was formerly the M&StL and was an important segment of Time Freight 20's run on the Peoria Gateway Road, as the M&StL was called. Both the Illinois Terminal and the Minneapolis & St. Louis roads protested the Santa Fe and Pennsylvania agreement for joint ownership of the TP&W and made overtures themselves for ownership. The denial by the ICC of the M&StL bid to extend their lines farther eastward was a blow to the forward-looking management at that time and probably was a factor in the eventual take-over of the M&StL by the Chicago & North Western.

GEORGES DENZENE
Albert Lea, Minn.

The article on the TP&W brings up two questions for me: (1) What is the source and meaning of the name "Tip-Up?" The only nickname for the TP&W that I'm familiar with is the humorous but affectionate Peoria appellation of "Teepee & Wigwam." (2) Why was "Toledo" included in the name? Did the railroad ever have aspirations to reach that Ohio city?

STEPHEN PILEWSKI
Aurora, Ill.

✏ *It is doubtful that anyone can give the specific origin of the name "Tip-Up," but it is definitely universal along the railroad and used by nearly everyone—and it predates most folklore about how the name came into being, most particularly after the cars "tipped up" in the Chatsworth wreck of 1887. Prof. Fred Soady says that his grandfather, Fred W. Soady, went to work for the Peoria, Pekin & Jacksonville in 1882 and remembers that those railroaders referred to the neighboring TP&W as the Tip-Up at that time. It is most likely a simple phonetic corruption of the initials TP&W. Under J. Russel Coulter, the TP&W introduced a cartoon Indian character, Tee-Pee Willie, that became a symbol of the railroad and was used in a herald and for advertising and promotional purposes in the 1950s and 1960s.*

*Toledo became part of the name in the Civil War era when the railroad was envisioned as part of the "Great Midland Route" from Lake Erie—at Toledo—to the Mississippi River and westward. The original lines were split up in corporate battles, with the east end of the route becoming what we know as the Wabash and the Illinois segment developing into the TP&W*—J.B.

### A tale of El Paso

The picture of the TP&W at El Paso, Ill., on the July 1983 cover brings back some memories. In the mid-1930s I was a salesman for Washburn Crosby, makers of Gold Medal Flour. We had a contest for several weeks involving making a three-letter word out of a sentence, and when I had winners in my territory the company sent the checks to me to deliver in person.

I had one for a farmer who lived outside of El Paso on a country road. I was coming down the highway from Streator, and nearing El Paso had to stop to get directions. I found the farm, and a little girl answered the front door. She said her dad was in town but Mama was home. I gave her mother the check—which was one of the larger amounts.

The mother started to cry and asked me to take her into El Paso, as her husband was

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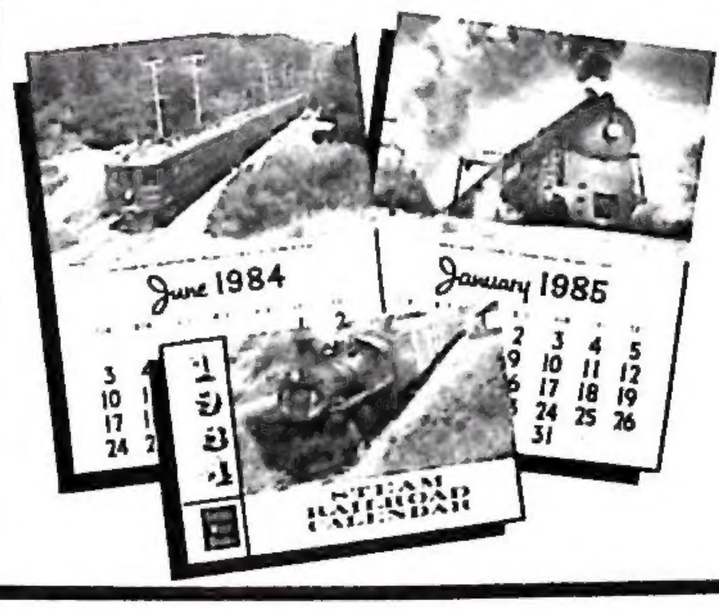


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there at the bank trying to borrow some money for the farm. I did, and we went to the white building on the corner that shows so clearly in the R&R cover photo. She went looking for her husband, and I told the banker about the check. He called in the mayor of El Paso and the local weekly newspaper, who sent a woman to take a photo of me presenting the check to the farmer with the others looking on. It made a lot of papers in that part of Illinois.

Main Street in El Paso looks the same as it did back in the '30s; the cover caption says the photo was taken in 1975, but to my memory that street hasn't changed much.

ROBERT B. EDWARDS
Edgewater, Fla.

### Steam in China

I just returned from a month in China, where lots of steam was to be seen: 0-6-0s, 4-6-2s, 2-8-0s, 2-8-2s and 2-10-2s. Datong is building over 200 QJ 2-10-2s this year as well as some 2-8-2s. The new QJs are being built with 12-wheel tenders. Datong plans to continue building steam for three to five years.

At Shanghai, four Baldwin 1945 2-8-0s switch a large hump yard. However, they are to be withdrawn by year's end when the yard will be dieselized. Changchun has an extensive trolley system including some interurban-like country running.

STEVE SINGER
Philadelphia, Pa.

### The speed of a J

Reader Tim Zukas on page 4 of the July issue raises questions about the credibility of the 110-m.p.h. speed recorded with a Norfolk & Western J Class 4-8-4 with a 1025 ton passenger train.

Mr. Zukas should refer to page 335 of *Railway Age* August 24, 1946, for documentation by Mr. C. E. Pond. Ralph Johnson in the *Steam Locomotive* on pages 196-197 presents a table showing the resistance at various speeds of various passenger cars. These cars were 70-ton four-axle coaches on which the resistance at 100 m.p.h. is approximately 12 pounds per ton. A 1025-ton train would have a resistance of 12,300 pounds.


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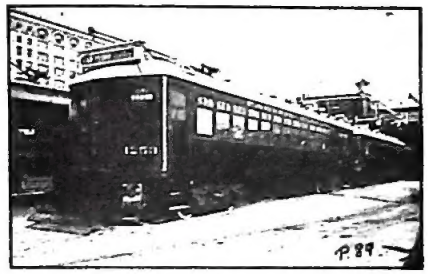

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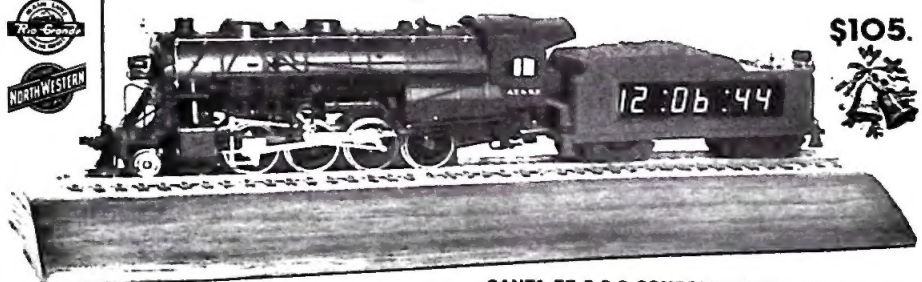


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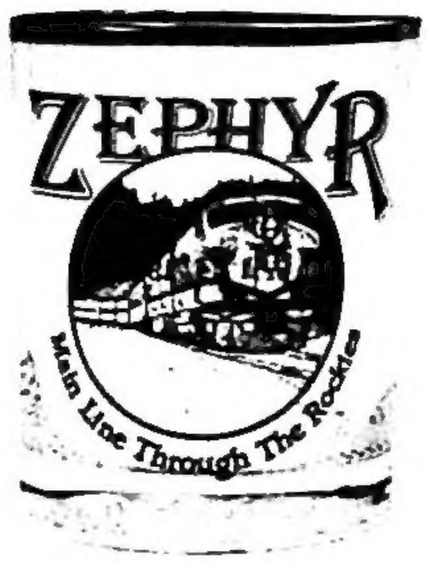


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The drawbar pull of the Class J with 300 pounds steam pressure, tested with the N&W dynamometer car was about 12,500 pounds. Since the engine tested had driving wheel diameter of 68½ inches due to tire wear, the drawbar pull, no doubt, was more than 12,500 pounds at 100 m.p.h. and sufficient at 110 m.p.h. to handle a train of 1025 tons on level track at 110 m.p.h. I don't believe that the N&W diminished its credibility, and as you said, Mr. Pond would not permit himself to be quoted without documentation.

However, I do believe Zukas has a point in the ability of the Class A 2-6-6-4 to handle 7500 tons on level track at 64 m.p.h. With 90-ton cars, the resistance would be about 7.5 pounds per ton at that speed, requiring a drawbar pull of 56,250 pounds. The drawbar pull as tested in the 1952 steam vs. F7 diesel tests was reported at about 32,000 pounds at 60 m.p.h. However, Mr. Pond never made this claim in his paper presented to the Southern and Southwestern Railway Club on May 16,1946.

LLOYD E. STAGNER
Newton, Kan.

### The Virginian in color

Page 2 of the July issue was sensational. I was surprised to see a WP unit in UP paint lettered WESTERN PACIFIC, but the high point of the whole magazine was, of course, the Virginian electric in color. It is all I've dreamed of, and more.

JAY BURKGART
Osburn, Ida.

### Hoosac, etc.

Enjoyed the May issue very much, but am afraid you'll be inundated with letters advising you that it's *Hoosac* not Hoosic.

CHARD L. WALKER
Hesperia, Cal.

Binghampton? Hoos*i*c Tunnel? Ex-*LV* GP39-2? SP*BO*?

Gads, Jim, I shudder to think what you'll do to us when the Mellon mergers actually go through.

SCOTT HARTLEY
Glastonbury, Conn.

## Railfanning is:

**Still thinking in terms of the IC and GM&O instead of the ICG.** ⇐

# Timetable

## NOTICE

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

## RAILFAN EVENTS

**NORFOLK SOUTHERN,** 1983 excursions. The following listings indicate: **Date,** locomotive, route and (sponsoring organizations). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 750 is Savannah & Atlanta 4-6-2, FP7s are green and gold SR diesels.

**October 1-2,** 750 Knoxville, Tenn.-Asheville, N.C., and return each day (OSRM); **October 8,** 611 Bluefield-Radford, Va., and return (POCN); **October 9,** 611 Bluefield-Cedar Bluff, Va., and return (POCN); **October 15,** 611 Roanoke-Glade Springs, Va., and return (RCN); **October 16,** 611 Roanoke-Bluefield and return (RCN); **October 15-16, 22-23,** 750 Chattanooga-Crossville, Tenn., and return each day (TVRM); **October 22,** 611 Norfolk-Lynchburg, Va., and return (TCN); **October 29,** 611 Atlanta-Toccoa, Ga., and return (ACN); **October 30, November 5,** 611 Atlanta-Chattanooga and return each day (ACN); **November 6,** Atlanta-Toccoa and return (ACN); **November 12-3,** 611 Jacksonville, Fla.-Valdosta, Ga., and return each day (NFCN); **November 19-20,** 750 New Orleans-Hattiesburg, Miss., and return each day (NOCN).

**The sponsoring organizations** are: (OSRM) Old Smoky Railway Museum, P.O. Box 601, Knoxville, TN 37901; (POCN) Pocahontas Chapter NRHS, 1604 Jefferson St., Bluefield, WV 24701; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (TCN) Tidewater Chapter NRHS, P.O. Box 7185, Portsmouth, VA 23707; (ACN) Atlanta Chapter NRHS, P.O. Box 87246, College Park, GA 30337; (NFCN) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245; (NOCN) New Orleans Chapter NRHS, P.O. Box 4355, New Orleans, LA 70178.

**THE MYSTERY EXPRESS,** New York-Montreal, September 23, October 21. Unusual entertaining weekend on board Amtrak trains between New York's Penn Station and Montreal. A murder mystery scenario will be staged aboard the train for the passengers to "solve." Price per person, double occupancy, $350. (These trips were initially advertised to run on Delaware-Otsego lines but were changed to Amtrak.) Contact: Madison Travel Bureau, 212/690-0955 or 201/377-2462; or write The Mystery Express, 28 Waverly Place, Madison, NJ 07940.

**READING, PENNSYLVANIA,** September 29-October 10. Reading Steam Rambles celebrating the 150th Anniversary of the Reading Company sponsored by The Historical Society of Berks County and featuring CPR 4-6-0 972. Ferry

## Prints of the Clinchfield

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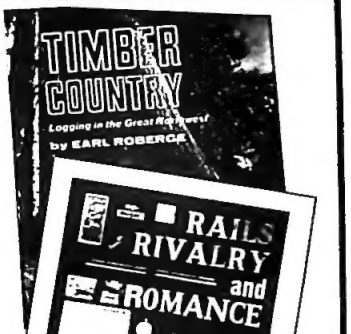


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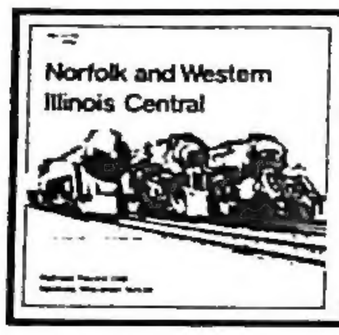


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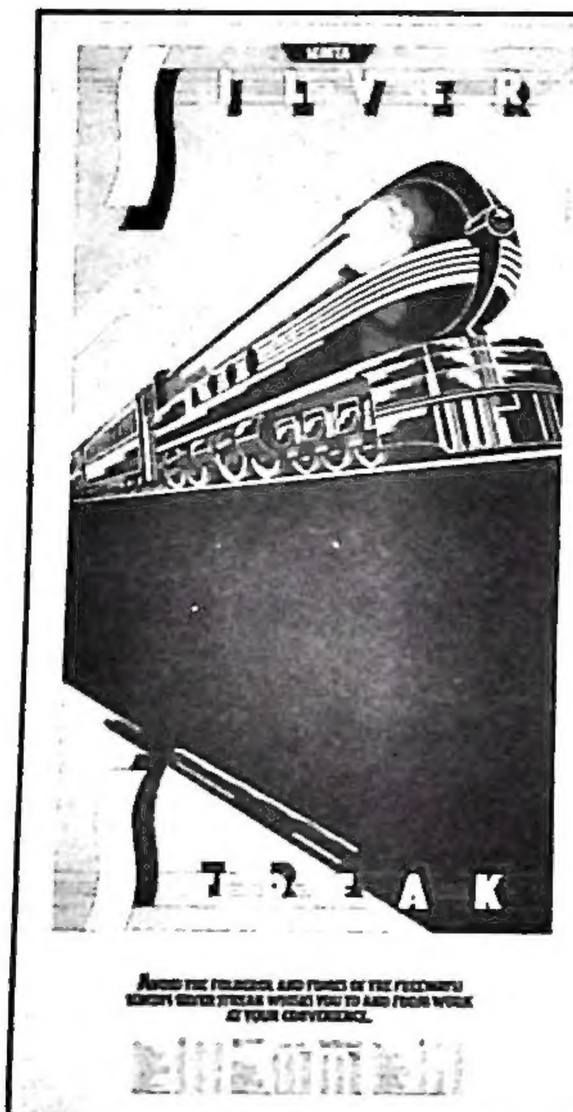


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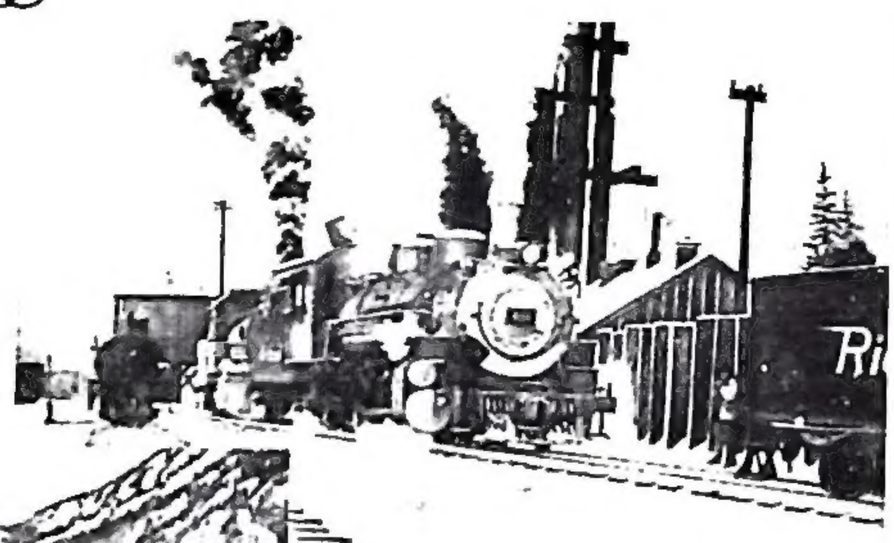

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**PHILADELPHIA, PENNSYLVANIA,** October 2. *Susquehanna & Reading Special* will be operated by Philadelphia Chapter NRHS using Amtrak train routed Philadelphia to Harrisburg via Columbia, Enola Yard and Rockville Bridge, returning to Philadelphia via former-Reading Lebanon Valley branch to Reading and then former-Reading main line to Philadelphia. Nearly 200 miles of Conrail freight-only trackage featured. Contact: Philadelphia Chapter NRHS, P.O. Box 7302, Philadelphia, PA 19101; Send large SSAE and ask for S&R Special trip flyer.

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**DENVER, COLORADO,** October 8. Union Pacific 4-6-6-4 3985 will power an excursion out of Denver from Speer, Wyoming, to Laramie and return, with the segment from Speer to Denver behind diesel power. Sponsored by the Intermountain and Colorado Midland Chapters NRHS, the train will have reserved seat coaches and will make numerous photo runbys. Departs Denver Union Station at 7:30 a.m. and returns 8:00 p.m. Adult fare is $75, children $65. Contact: Intermountain Chapter NRHS, Passenger Agent, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

**TORONTO, ONTARIO,** October 15. The first annual Photo & Slide Sale and Swap is being held by the Toronto Transportation Society at a location yet to be determined. Dealers and all rail enthusiasts welcome. Nominal admission charge and no fee for tables. Contact: Toronto Transportation Society, Box 575, Postal Station J, Toronto, ONtario M4J 4Z2.

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**LAFAYETTE, INDIANA,** October 16. Annual Meeting of the Monon Railroad Historical-Technical Society at Monon Depot Theater, Fifth and North Streets, 10:00 a.m. to 5:00 p.m. Program includes speakers, slides and business meeting plus swaps and tables. Admission $1 for members and nonmembers. Contact: E.J. Lewnard, 410 S. Emerson St., Mt. Prospect, IL 60056.

**CHICAGO, ILLINOIS,** October 21-23. "Chicago '83 Limited" Midwest Region National Model Railroad Association fall convention which will include tours of Burlington Northern Clyde Yard, CTA Skokie Shops and Soo Line facilities, along with model railroad home and club layouts and numerous model working clinics. Also rail movies and photo contests. Contact: Christ Pantos, "Chicago '83 Limited," 4444 North Osage Ave., Norridge, IL 60656, or call 312/456-7538.

**LOS ANGELES, CALIFORNIA,** October 22. *Mojave Limited,* the first passenger excursion train ever to operate on the SP Palmdale Cutoff, is being operated by the Pacific Railroad Society. Train will have Amtrak high-level equipment includ-

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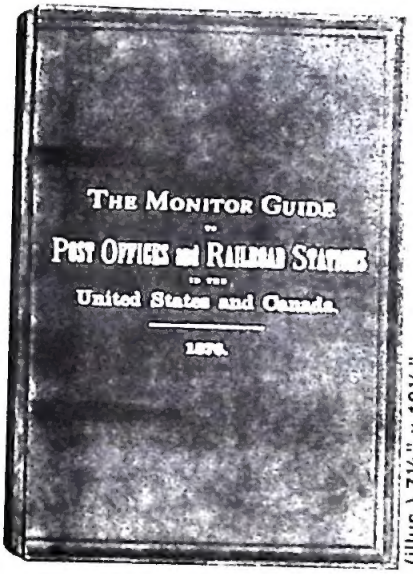


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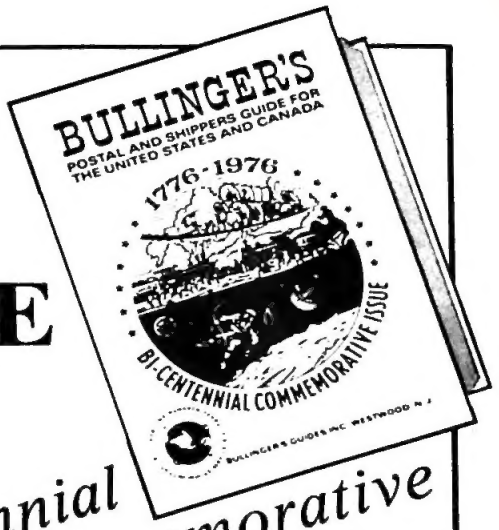


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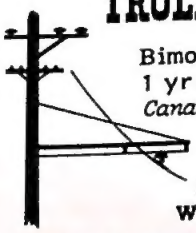

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**BELLOWS FALLS, VERMONT,** October 22-23. "Farewell to Vermont" excursion from Steamtown U.S.A. to Rutland, Vt., and return each day using CPR G5 4-6-2 1246 with diesel helper where necessary. Train departs Steamtown/Riverside station at 9:00 a.m. each day, and will be the last passenger operations at the Vermont site, as Steamtown is moving to Scranton, Pa., in 1984 (there will be no "Railfan's Weekend" in 1983). Coach fare is $29.95; kids ages 2-12 $16.95. VISA/MasterCard accepted. Contact: Steamtown Foundation, P.O. Box 71, Bellows Falls, VT 05101; or call 802/463-3937.

**NEW YORK, NEW YORK,** October 22. "Fall Foliage in the Berkshires" excursion on the Metro-North Commuter Railroad Harlem Division to Brewster North behind FL9 diesel/electric power. Bus to buffet at the Jug End in the Berkshire Mountains. Fare including train, bus and buffet: $34.95. Departs New York's Grand Central Terminal 9:15 a.m. and returns 8:33 p.m. Contact: New York Division, Railroad Enthusiasts, c/o Warren L. Smith, P.O. Box 1366, Bayonne, NJ 07002; or call 212/819-0822.

**PONTIAC, MICHIGAN,** October 22. Tentative SEMTA diesel excursion to Dayton, Ohio, from Pontiac via GTW through Birmingham and Royal Oak and over DT&I and Conrail to Dayton. Visit Air Force Museum during layover in Dayton. SEMTA diesels and passenger equipment, light food available on board. For information and prices, please send SSAE to: Blue Water Michigan Chapter NRHS, P.O. Box 296F, Royal Oak, MI 48068.

**AKRON, OHIO,** October 23. Tentative "Autumn Leaf Steam Special" to Willard, Oh., via the B&O main line with ex-GTW 2-8-2 4070 and a consist of vintage heavyweight equipment. To depart Akron at 8:30 a.m. and will include a photo runby. Layover in Willard for lunch. Consist to include open window and reclining seat coaches, recording car and snack & souvenir car. Adult tickets $35, senior citizens $30, and kids under 15 $25. A limited number of first class accommodations, including observation car seats, will be available (including continental breakfast and light lunch) at $60 each. For information or tickets contact: Rails Diversified of Ohio, P.O. Box 1567, Stow, OH 44224, or phone 216/688-9942 or 928-1481.

**PERRIS, CALIFORNIA,** November 10-13. Inspection tour of Black Mesa & Lake Powell Railway hosted by Orange Empire Railway Museum. Taking advantage of Veterans Day weekend, depart Los Angeles on the evening of November 10 on Amtrak's *Southwest Limited* to Winslow, Arizona, where a charter bus will take the group to Page to visit the electrified BM&LP Railway on its 10th Anniversary of operation. Tour to include the railway and power plant, Glen Canyon Dam, train loading facility and Black Mesa coal mine. Return to L.A. Sunday morning, November 13. Fares from L.A. start at $245. For full information contact: Black Mesa Excursion, P.O. Box 548, Perris, CA 92370, or call 714/787-8350.

**HOBOKEN, NEW JERSEY,** November 13. "Erie Southern Tier Express" excursion from Hoboken to Susquehanna, Pa., and return over Conrail's former-Erie Delaware Division, Graham Line and Bergen County Line using NJ Transit F40PH diesels and Comet I coaches. Hosted by Tri-State Chapter NRHS, the train departs Hoboken Terminal at 8:30 a.m. and makes passenger stop at Waldwick, N.J., at 9:10 a.m. Train will pass over famous Starrucca Viaduct, and there will be photo stops. For flyer and order form send SSAE to: Tri-State Railway Historical Society, P.O. Box 2243, Clifton, NJ 07015, or call 201/857-2987 (24 hours). VISA and MasterCard accepted.

**NEW YORK, NEW YORK,** December 3. Amtrak excursion to Strasburg Rail Road, Railroad Museum of Pennsylvania, and TCA Toy Train Museum at Strasburg, Pa., hosted by New York RRE. Fare $45 includes all transportation, Strasburg R.R. ride, museum admissions and dinner. Contact New York Division, Railroad Enthusiasts, c/o Warren L. Smith, P.O. Box 1366, Bayonne, NJ 07002, or call 212/819-0822.

## RAILROADIANA MEETS

**BRADLEY (KANKAKEE), ILLINOIS,** October 1. Twelfth Annual Midwest Key, Lock & Lantern Railroadiana Show at Holiday Inn, just north of Kankakee on Ill. Route 50, ½ mile south of I-57 Exit 315. 10:00 a.m. to 4:30 p.m. Admission $1, children free. Thousands of railroad artifacts for sale or trade—this is not a model railroad show. Tables reserved in advance $12. Contact: Gil Irps, 3156 Waldron Rd., Kankakee, IL 60901.

**WHEELING, WEST VIRGINIA,** October 8. Steel Valley Train Show from 11:00 a.m. to 4:00 p.m. at the Pine Room in Oglebay Park. Admission $3, senior citizen discount 10%, kids under 12 free. Contact: Steel Valley Train Show, P.O. Box 10977, Pittsburgh, PA 15236, or call 412/653-6940.

**SCOTTSDALE, ARIZONA,** October 8-9. "Railfair '83" at McCormick Railroad Park featuring train rides, operating model layouts, railroad movies, food and entertainment. Hosted by Arizona Railgroup Coordinating Council and City of Scottsdale. Railfair from 10:00 a.m. to 5:00 p.m., with free admission. Contact: Steve Lehman, McCormick Railroad Park, 7301 E. Indiana Bend Road, Scottsdale, AZ 85253, or call 602/994-2312.

**ROCHESTER, NEW YORK,** October 9. City of Rochester/Edgerton Model Railroad Club Train Show & Swap Meet from 10:00 a.m. to 4:00 p.m. at Edgerton Recreation Center, Bloss and Backus Streets. Adults $1, kids under 12 free. Contact: Fred Minchella, 228 Curlew St., Rochester, NY 14613; 716/428-6760.

**POUGHKEEPSIE, NEW YORK,** October 16. Twelfth Annual Railroad Exposition at the Mid-Hudson Civic Center to benefit Hudson Valley Railroad Society's restoration of former-NYC station at Hyde Park, N.Y. Railroadiana, exhibits, movies, flea market, Amtrak trip raffle, refreshments, etc. Noon to 5:00 p.m. Adults $2, children $1. Contact: Denny Evaul, 12 Old English Way, Wappingers Falls, NY 12590; 914/297-0901.

**WHISTLE STOP TRAIN SHOWS** sponsored by the Railway Employees Activities Association, P.O. Box 16489, Rocky River, OH 44116; 216/476-0456, and featuring railroadiana, artwork, memorabilia, books and model trains of all types and gauges will be held at the following locations and dates:

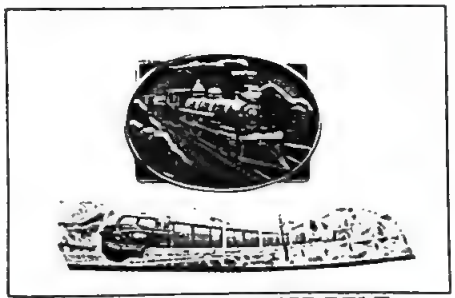
**HERMITAGE (SHARON), PA.,** October 21, 22 and 23, at Shenango Valley Mall, North Hermitage Road, north on Route 18; Friday and Saturday 10:00 a.m. to 9:00 p.m., Sunday noon to 5:00 p.m. Free admission and parking.

**MENTOR (CLEVELAND), OHIO,** November 11, 12 and 13, at Great Lakes Mall, 7850 Mentor Ave. Friday and Saturday 9:30 a.m. to 9:00 p.m., Sunday noon to 5:00 p.m. Free admission and parking.

**STRONGSVILLE (CLEVELAND), OHIO,** December 17 and 18. "Second Annual Christmas Show" at Holiday Inn, I-71 and Route 82. Both days 10:00 a.m. to 5:00 p.m. Admission $1, family $3.50. Free parking.

**FAIRVIEW PARK (CLEVELAND), OHIO,** April 13, 14 and 15, 1984, at Westgate Mall, West 210th and Center Ridge Road. Friday and Saturday 10:00 a.m. to 9:00 p.m., Sunday noon to 5:00 p.m. Free admission and free parking.

**DEARBORN/DETROIT, MICHIGAN,** October 23. The Redford Model Railroad Club's "Trainorama '83" sell & swap of railroadiana and model railroad equipment. Also railfan films and operating model layouts featured. Dearborn Civic Cen-

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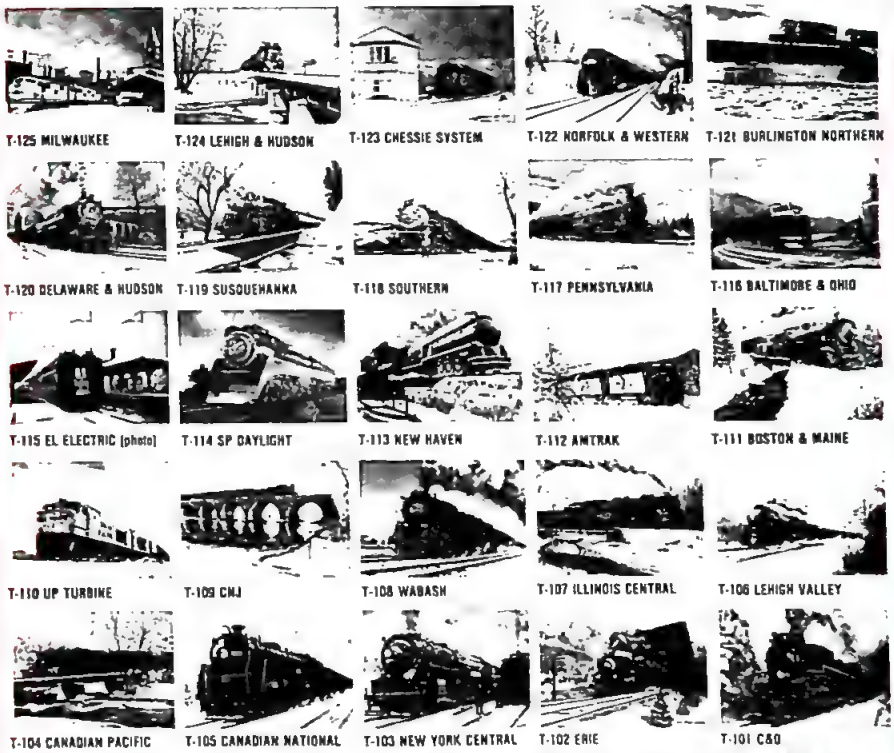


## Neckwear

Five ties and two oblong scarves with woven transportation designs are available from John Terry Studio. The railroad **Caboose** design is featured on our his and hers necktie or matching ladies scarf. The Civil War Locomotive **General** is also available as a tie or scarf. The **Caboose** is red and gold on navy, the **General** design is gold, red and silver on a rich brown field. The **Steam Pumper** fire truck tie is white and red on navy, the **Biplane** tie is silver and blue on red and the **Antique Car** tie is red and beige on green. Each necktie and each scarf is $10.00. Please add 50¢ postage and handling for each tie or scarf.

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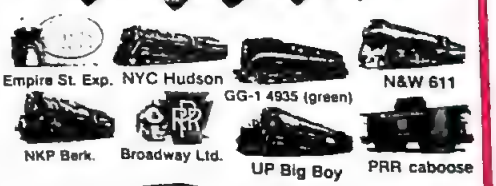
Large Full Color **Decal** drawings of locomotives, trollys, fire trucks, cars and other transportation subjects for plaques and other decorative uses. Each decal approximately 5" x 11" is $1.75. over 90 available. Postage and handling fee: 1-2 decals 55¢, 3-5 decals 85¢, 6-10 decals $1.15, 11 and up $1.55.

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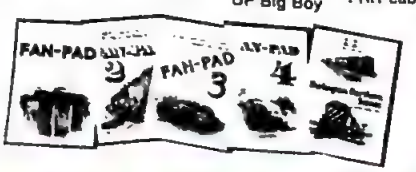


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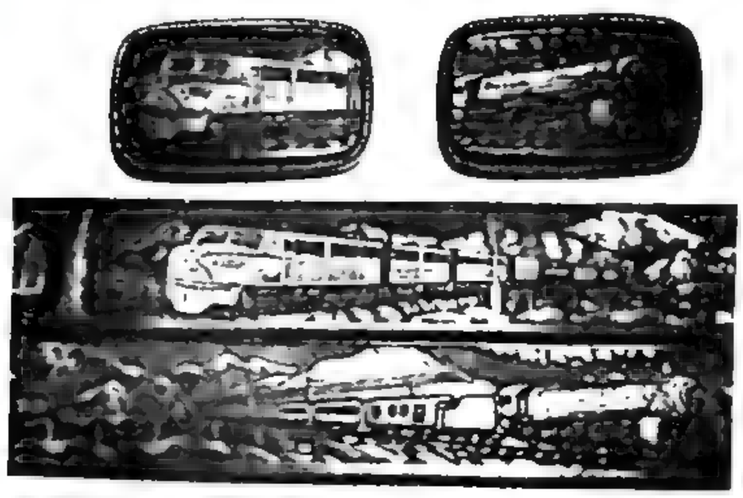

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ler, 15801 Michigan Ave. at Greenfield; 10.00 a.m. to 4:00 p.m. Admission $1.25, kids under 12 free. Contact: Frank E. Gendernalik, 15522 Middlebury Dr. N., Dearborn, MI 48120; 313/271-7847 (evenings).

**ST. LOUIS, MISSOURI,** October 29. Railroad Show & Swap Meet hosted by the McDonnell Douglas Railroad Club at Hazelwood Community Center, 1186 Teson Road, Hazelwood, Mo., from 8:00 a.m. to noon (seller set-up at 7:30 am.) Admission $1; tables $6 in advance, $8 at door. Contact: Jon Dann, 705 Utz Lane, Hazelwood, MO 63042; 314/731-3617.

**PHOENIX, ARIZONA,** October 30. Sahuaro Central Railroad Swap & Sell at Valley Bingo Hall, 2225 N. 16th St., from 10:00 a.m. to 4:00 p.m. Admission $1, family maximum $4. Contact: Sahuaro Central, P.O. Box 31519, Phoenix, AZ 85046; 602/993-2886.

**SPOKANE, WASHINGTON,** October 30. Spokane model and railfan clubs' Fall Model Show & Swap Meet at Spokane Interstate Fairgrounds Annexes, East Broadway and Havana from 10.00 a.m. to 4:00 p.m. Admission $2, kids under 12 free with adult. Contact: Lee Tillotson, 2627 Southeast Blvd., Spokane, WA 99203; 509/535-8417.

**YOUNGWOOD, PENNSYLVANIA,** November 5. Steel Valley Train & Miniature Show at Youngwood Fire Hall, Route 119 North, from 11:00 a.m. to 4:00 p.m. Adults $3, 10% discount to senior citizens, kids under 12 free. Contact: Catherine Daum, P.O. Box 10977, Pittsburgh, PA 15236, 412/653-6940.

**TOLEDO, OHIO,** November 6. Sixth Annual Waterfront Electric Railway Flea Market and Displays from noon to 5:00 p.m. at Lucas County Recreation Center Fairgrounds on Key Street in Maumee. Tables $7 in advance, $10 at door. General admission $1, family maximum $2.50. Send SSAE to: Charles E. Pauken, 1405 Harvard Blvd., Toledo, OH 43614, or call 419/382-8254.

**GREENBERG'S GREAT TRAIN, DOLLHOUSE MINIATURE & TOY SHOW** to buy/trade/sell railroadiana and model trains of all gauges, plus movies, operating model layouts and displays, will be held at the following locations and dates (all 11:00 a.m. to 5:00 p.m., admission $3.50 per day, children under 12 free with adult, sales space $35 for both days):

**Suffern, New York,** Nov. 5-6. Rockland Community College, New York Thruway, Exit 14B.

**Pittsburgh, Pennsylvania,** Nov. 26-27. Greater Pittsburgh Expo Mart, Monroeville Mall, Monroeville, Pa.

**Hauppauge, Long Island, New York,** Nov. 26-27. Colonie Hill, Long Island Expressway Exit 57, follow signs.

**Philadelphia, Pennsylvania,** Dec. 3-4. Greenberg's biggest show! Philadelphia Civic Center, I-76, Schuylkill Expressway to South Street Exit and follow signs.

**Timonium, Maryland,** Dec. 10-11. Maryland State Fairgrounds, I-83 Exit 17 (Padonia Road).

For further information contact: Greenberg Publishing Co., 729 Oklahoma Ave., Sykesville, MD 21784, or call 301/795-7447.

**CHERRY HILL, NEW JERSEY,** November 11-13. Second Annual Railroadiana & Train Show sponsored by West Jersey Chapter NRHS at Cherry Hill Mall, Rte. 38 and Haddonfield Road. No admission charge; dealer rates $40 per table for all three days. Hours: Friday and Saturday 9:30 a.m. to 9:30 p.m., and Sunday 10:00 a.m. to 5:00 p.m. Contact: West Jersey Chapter NRHS, P.O. Box 101, Oaklyn, NJ 08107, or call Herman Lotstein, 609/665-0491.

**FORT WAYNE, INDIANA,** November 12. Three Rivers Modurailers' All Gauges and Railroadiana Flea Market & Swap Session at St. Joseph Township Fire House, 6033 Maplecrest Road (corner St. Joe Center Road), from 10:00 a.m. to 4:00 p.m. Tables available. Call Tom Jones, 219/485-8229, or write: TRAIN, P.O. Box 15404, Ft. Wayne, IN 46885.

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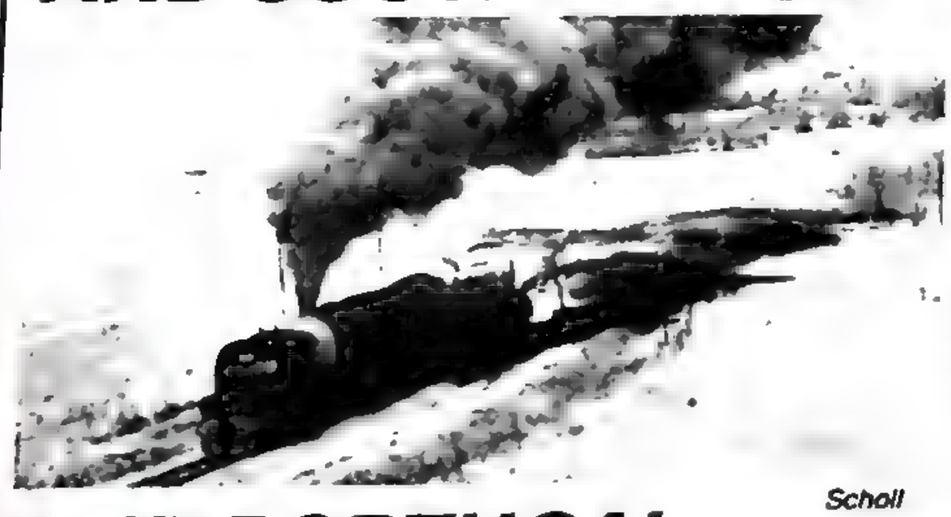
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**CINCINNATI (SHARONVILLE), OHIO,** November 19-20. Mid-Central Region Division 7 NMRA "16th Annual Model Railroad Exposition" at the Scarlet Oaks Vocational School, 3254 E. Kemper Road (take Mosteller Road Exit off I-275 east of I-75) Saturday from 10:00 a.m. to 9:00 p.m., and Sunday noon to 5:00. Admission $2, family $4. Contact: Rick Lasita, 11720 Elkwood Dr., Cincinnati, OH 45240

**UNION, NEW JERSEY,** November 20. Tri-State Chapter NRHS huge railroad memorabilia and model trains show with over 100 tables from 10:00 a.m. to 4:00 p.m. at the Boys & Girls Club of Union, 1050 Jeanette Ave., just off Morris Ave., one mile west of Garden State Parkway and Route 22. Adults $2, seniors over 62 and kids under 12 $1. For map and details send large SSAE to: Tri-State, P.O. Box 2243, Clifton, NJ 07015.

**ALBANY, NEW YORK,** November 20. Great Train Extravaganza '83 with over 150 tables of railroadiana, toy and model trains, hosted by Upstate Train Associates and Mohawk & Hudson Chapter NRHS at Empire State Plaza Convention Center. For map, flyer and dealer information, contact: Mohawk & Hudson NRHS, Box 523, Schenectady, NY 12301, or call Bob Dugan, 518/439-9225.

**KENILWORTH, NEW JERSEY,** November 20. Ninth Annual Non-Affiliated Train Show at Veteran's Hall, 33 South 21st Street from 9:00 a.m. to 4:00 p.m. Buy, sell and swap railroadiana and models of all gauges. Door prizes and running displays. Adults $2, kids under 12 free. Tables $11 in advance. Contact: Ralph Avella, 1923 Church Street, Scotch Plains, NJ 07076, or call 201/322-6240 or 201/561-8863.

**CHARLOTTE, NORTH CAROLINA,** November 26. Piedmont Carolina Model Train & Hobby Meet at the Holiday Inn North, 3815 N. Tryon St. at Craighead Road, from 9:00 a.m. to 4:00 p.m. Admission $1.50. Contact: David Summerford, Rt. 1 Box 41, Pineville, NC 28134; 704/588-0147.

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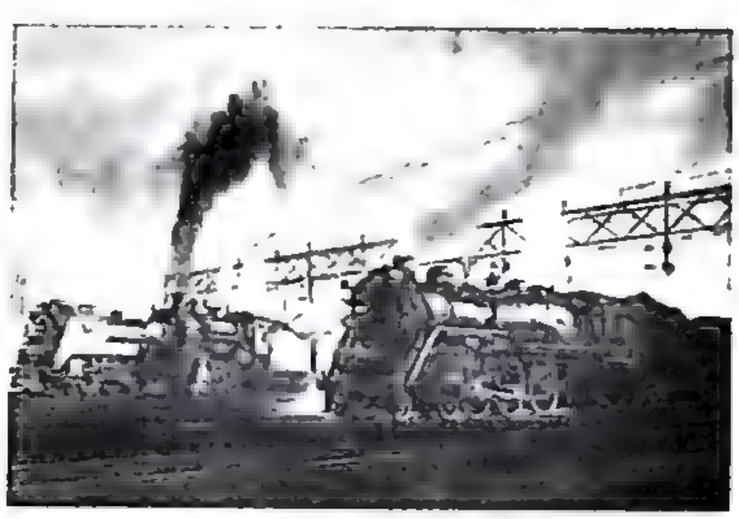

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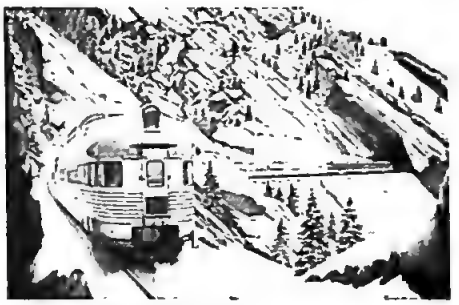

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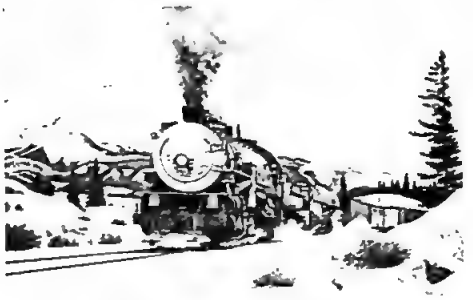

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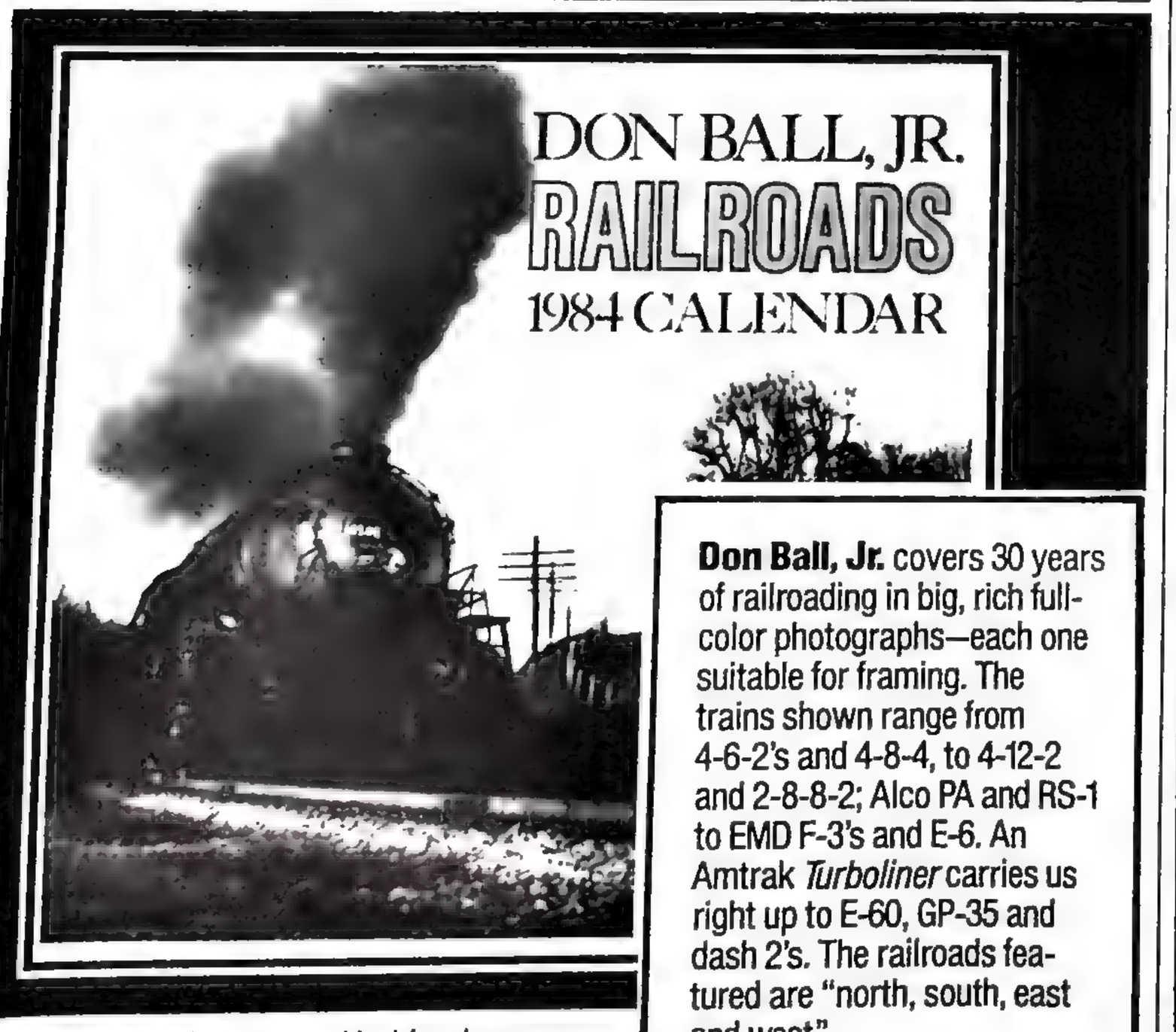


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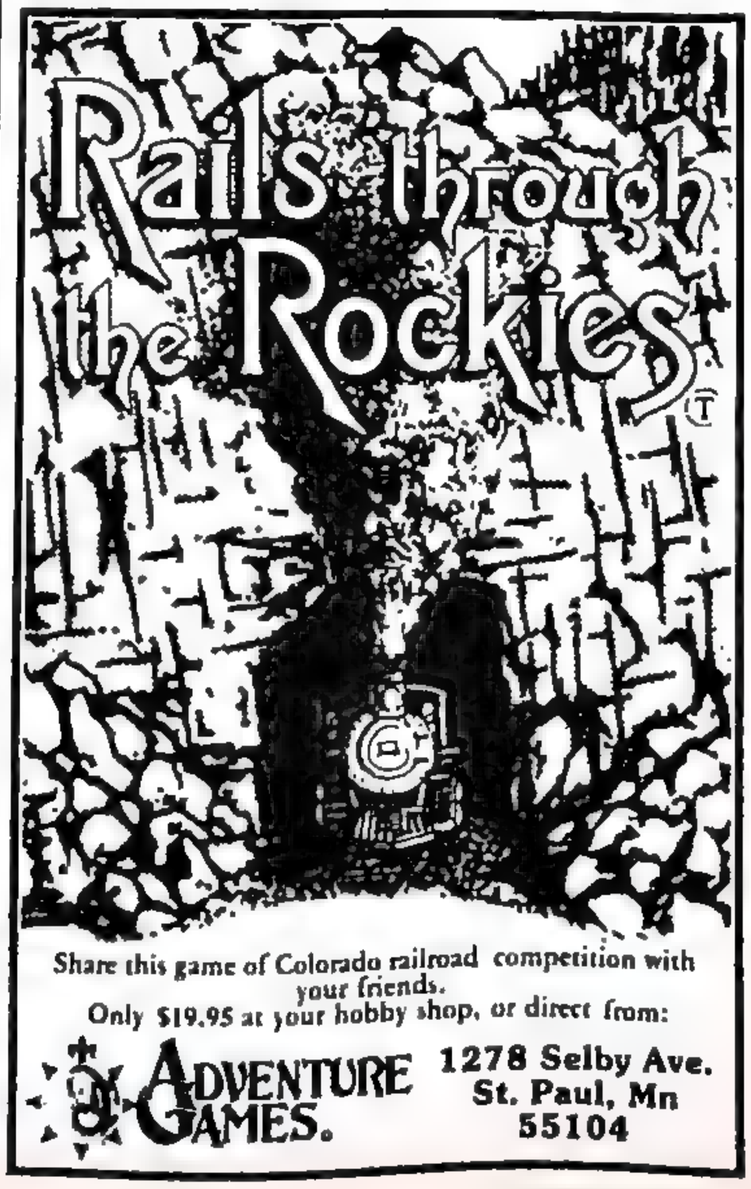
The *Chesapeake & Ohio Historical Society* has just produced a truly beautiful reproduction of the famous 1934 rendering of the C&O's *George Washington* departing Washington, D.C., behind a "flying pumps" Pacific against an idealized background of Capitol landmarks at cherry blossom time. While this reproduction is quite large—24" × 38"—it is only one-half the size of the original lithographs used by the C&O in such places as the Greenbrier Hotel and the Memphis Cotton Exchange. A half-sized name plate is also included, for those wishing to frame the lithograph. Done in pastel shades, the color in this picture is beautiful, and the reproduction work is excellent on high-quality stock. It is available at $10.95 postpaid (W.Va. res. add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And while we're on the subject of prints, the original plates were used by the *East Tennessee Rail Fan Association*, P.O. Box 1341, Kingsport, TN 37662, to make two 11″ × 14″ full color letterpress prints available of the Clinchfield Railroad's publicity photos of A-B-B-A F-units on manifest 94 on the Catawba River Viaduct and in Nolichucky Gorge. The color in these is astounding with the clean gray and yellow Fs and the first touches of fall foliage. The limited edition set of two prints is available at $15 per set, postpaid.

An incredible roster book is the 1983 edition of *A Trackside Guide to Canadian Railway Motive Power* by Earl Roberts, Colin Churcher and Paul Smith. In addition to detailed specs and a unit-by-unit listing of CN and CP power, it includes all Canadian short lines and industrial operations, and it identifies units by previous owners and rebuildings. The 8½″ × 5⅜″ 118-page softcover should be a must to tuck into the camera bag of anyone venturing about Canada. The price is $8.95 postpaid from Bytown Railway Society, Inc., Box 141, Station A, Ottawa, Canada K1N 8V1.

The long-awaited photo book by O. Winston Link is now in preparation and slated for release sometime next year. *Steam, Steel & Stars* will be a 200-page fine arts book from Harry Abrams, Inc., of New York. We'll have the address and price when they become available.

While the photo reproduction ranges from good to marginal, there is some truly fascinating material for any fan of the Appalachian coal country in a strange little book entitled *Train Pictures of Southwest Virginia.* This 154-page plastic-ring-bound horizontal format 8½″ × 11″ book features one photo

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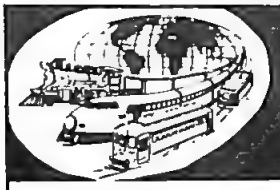

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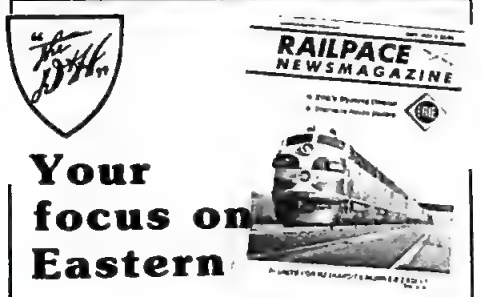


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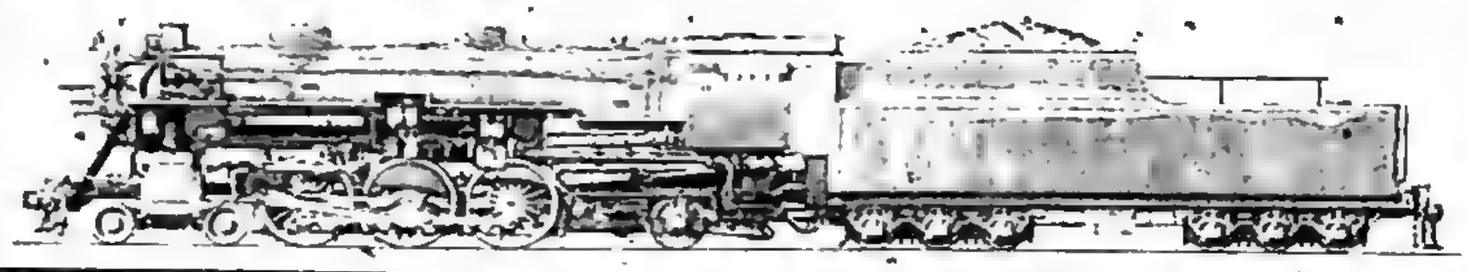

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per page and includes such delights as an L&N Alco switcher and a wooden Jim Crow combine, numerous scenes of the Interstate R.R. including its RS3s and EMD SD7 991 demonstrating on the line along with steam action and roster shots, lots of Southern Ry. 2-8-8-2s and scenes of structures and equipment of the turn-of-the-century Virginia & Southwestern, plus some logging operations. The price is $10 plus $1.50 postage and handling from *ABCD Printing*, P.O. Box 226, Appalachia, VA 24216.

### Calendar Call

An oversize all-color beauty leads off the calendar listings for this issue in the form of Bo-Tree Productions and Charles Ditlefsen's "Those Magnificent Trains 1984." With 12-inch square pages, this appointment calendar folds out to 12" x 24" on the wall, with each top page featuring an 8¾" x 10¼" full color photo with caption data and a neat border. The subjects include a D&RGW narrow gauge freight, SR green E8s at night (Mike Small's shot of the *Southern Crescents* meeting at Greensboro with an open-platform business car on the southbound), an NYC *Empire State Express* streamlined Hudson, SP *Daylight* 4449 from the air, Santa Fe warbonnets at dusk, a C&S stainless E5 at night, BN GP38-2s at twilight, PRR restored GG1 4935, a UP 4-6-2 and yellow cars at LaSalle, Colo., an ICG orange and gray SD40, the North Shore at Mundelein at night, and UP SDs in the snow. The color reproduction is excellent on heavy stock, and the layout is very clean and professional. The price is $6.95 plus $1.00 for shipping from *Charles E. Ditlefsen*, 1001'J' Bridgeway, Suite 204, Sausalito, CA 94965

*Audio-Visual Designs*, P.O. Box 24, Earlton, NY 12058, has available two new full-color 1984 calendars in the 11" x 17" folded-out wall format on glossy card stock with plastic ring binders. The "Railroad Appointment Calendar" features N&W J 611 on the cover and inside views of a Conrail rotary snowplow trying to find Buffalo, a D&WP 2-8-0 on a freight, Sierra Railroad green and white Baldwins, a C&O "flying pumps"


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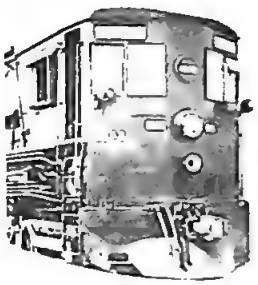

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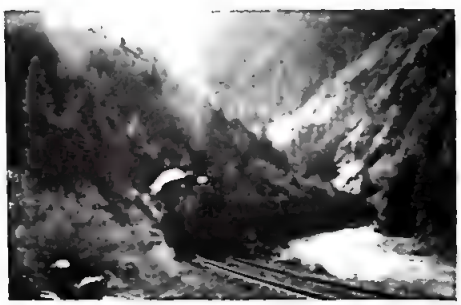

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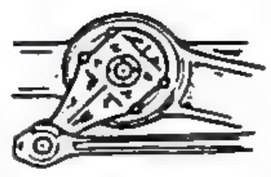

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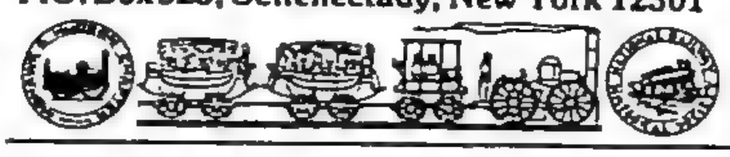



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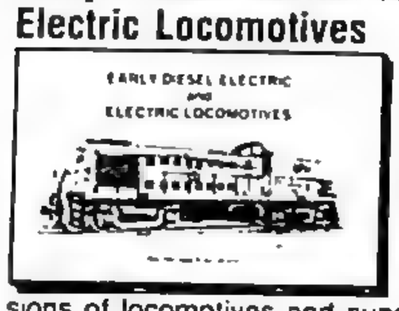


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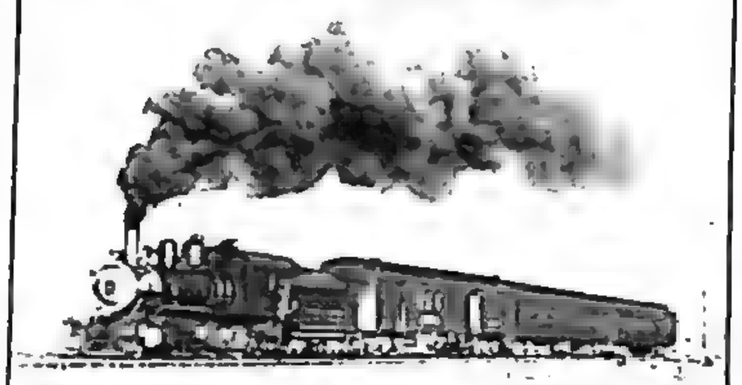

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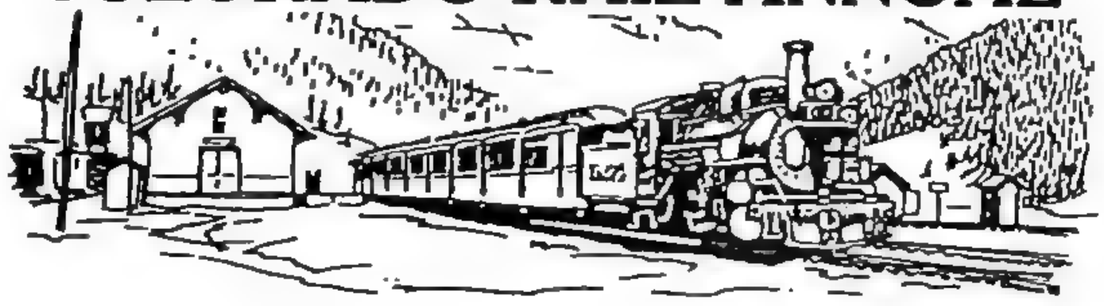

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2-8-2, Amtrak F40 in Florida, a B&M 2-6-0, a Santa Fe mini-streamliner (*The Tulsan*) with a U28CG, a CB&Q 4-6-4, MEC GP38s and the Whitefield ball signal, NYO&W FTs and a UP little 800. The second all-color offering is the "New York Central 1984 Calendar" featuring the work of company photographer Ed Nowak including Buffalo with Hudsons in the snow, lightning-stripe Fs at the *Pacemaker* terminal in Indianapolis, a Hudson along the Hudson, lightning-stripe F3s on a solid white reefer train, a Mohawk in Boston, lightning-stripe E7s, a Niagara at Detroit, an FM Erie-built, the *Pacemaker* publicity shot at Garrison, N.Y., more E7s, a gimy Niagara at speed, FAs on freight and the classic obs *Hickory Creek* on the *Century*.

The photo reproduction on both calendars ranges from excellent to a bit darkly rich on a few of the older views in the NYC calendar—the overall quality of both, however, would have to be rated very good. The calendars sell for $5.75 each postpaid (N.Y. res. add sales tax). Audio-Visual will also have the traditional Don Wood All-Pennsy calendar in black & white with a color K4 available in September at $5.50.

Heavy gloss card stock is used on the all-color "1984 New England Railroading Calendar" put out by the *Mystic Valley Railway Society*, P.O. Box 32, Mattapan, MA 02126. This 15-3/4" x 9-3/4" spiral-bound wall calendar features color views of B&M GP38-2s, Green Mountain RS1s, Massachusetts Central 45-tonner, B&M GP40-2s, B&M 2-6-0 in action, Vermont Ry. RS3, Union Street Ry. "war bonds" trolley, MEC ex-RI U25B, another GMR RS1 by a covered bridge, MBTA rebuilt RDC, Amtrak AEM7 and a Providence & Worcester GP38-2. The photo repro-

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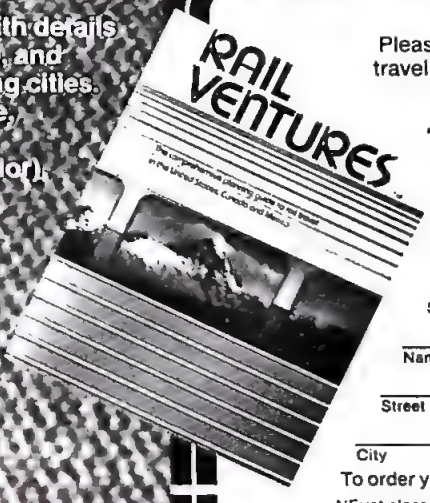


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Excellent black & white reproduction highlights the "1984 Nostalgic Canadian Pacific Calendar" from Good Medicine Books, Box 844, Skookumchuck, B.C., Canada V0B 2E0. Produced by Adolph Hungry Wolf in his home and shop consisting of four cabooses and a boxcar in the wilds of British Columbia, the this 11" x 17" folded-out wall calendar uses heavy gloss stock and features unusual views of CPR steam action including a 2-10-4 on the *Dominion*, a night view of 4-6-2 2459, a 2-8-2 at Sudbury, 4-6-2 2305 inside Windsor Station, seven big engines at Revelstoke, an absolutely charming local with wood cars behind a D4g 4-6-0 departing Ottawa, two Royal Hudsons at Winnipeg, another D4g 4-6-0 meeting the Arrow Lakes sternwheeler *Minto* in 1947, a Pacific and Mike doubleheaded, a 2-10-2 and 2-10-4 doubleheaded in the Rockies, a publicity lineup of five brand new G5 4-6-2s (including Steamtown's 1246), and G5 1200 at Winnipeg. The calendar sells for $7.95 postpaid and also has a color rear cover of Royal Hudson 2860 at dawn at Coalhurst, Alberta, with "ditch lights" giving it a very foreign look.

Good glossy paper stock and very good black & white photo reproduction make the "1984 C&O Calendar" from the *Chesapeake & Ohio Historical Society* a real value at $3.75 postpaid (Ohio residents add 5% tax). It features views of the C&O that are generally action or atmosphere scenes including a 2-6-6-2 and 2-8-4 at Handley, W.Va.; a 2-8-0 and 2-6-6-6 at Thurmond; a Pere Marquette 4-6-0 in action about 1910; a Chicago Division 2-8-2; a scene inside Huntington Shops with an F-19 4-6-2; a Brill gas-electric at Dur-


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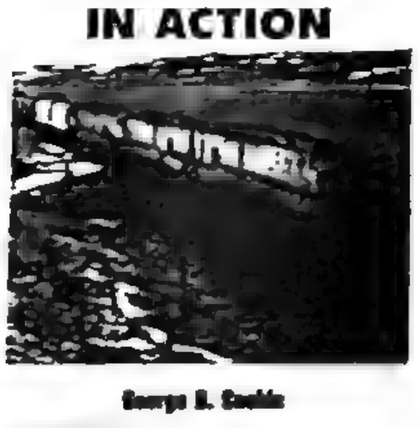

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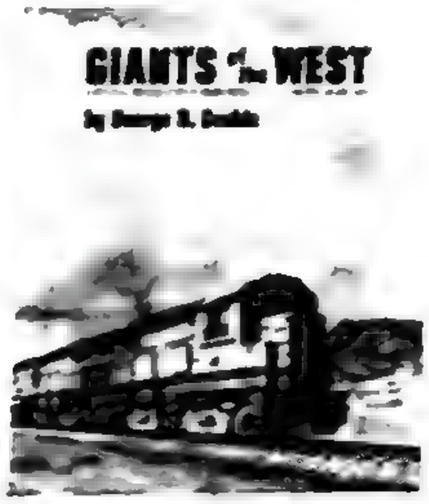


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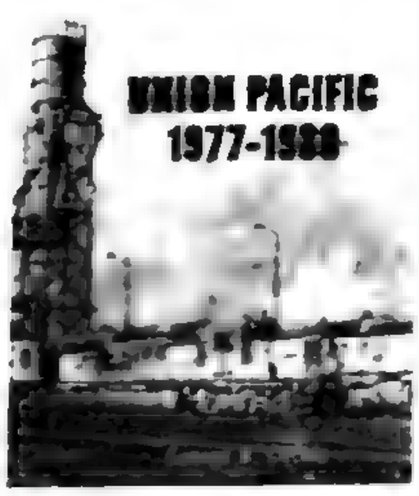


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bin, W.Va; an F-18 "flying pumps" Pacific at Gordonsville, Va., that looks like a scene off a model railroad; streamlined Hudson 490 and a Kanawha at Huntington; diesel hood units and a classic wood depot at Prestonsburg, Ky.; a Pere Marquette 4-6-2 and passenger train; 2-6-6-6 1600 at speed; and a K3 Mike on a coal train. It is available from: 1984 Calendar, Department 12, 2610 McDaniel Court, Grove City, OH 43123.

**Traction Publications by Joe L. Diaz**

**STREET RAILWAYS OF ST. PETERSBURG, FLORIDA,** by James J. Buckley, is a 48-page, 8½"×11" softbound covering the story of operations in St. Petersburg from the introduction of the first horsecar line in December 1901. A brief account of the history of the city is given, but the real focus is the history of street cars through the years, to the final days in May of 1949.

There are over 40 photographs showing the cars in operational scenes from the early days of electric operation. A two page detailed trackage map shows the system at its height in 1945. Additionally there are five trackage diagrams showing the routings over the years. The car equipment is described in some detail in a separate chapter. Also covered are facilities and finances. This is a neat if not elaborate publication, modestly priced at $7.50, from publisher *Harold E. Cox*, 80 Virginia Terrace, Forty Fort, PA 18704.

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America," and it is a 158-page, 8½"×11", perfect-bound, book. The background of the trolley museum is given in detail in text and photographic coverage. The growth, life and eventual decline of the electric railway industry is briefly described along with an interesting array of selected photos, many previously unseen.

The focal points of this volume are the 26 operating museums described, and a listing of the equipment owned accompanies each, along with photos, largely of those cars which are operated regularly. Additionally there are diagrams showing the track and facilities of most.

There are approximately 180 photographs, including a small color section. Reproduction is mostly very good. The book is priced at $19.95 plus $1.10 postage and handling from *Interurban Press,* P. O. Box 6444, Glendale, CA 91205.

## Book reviews

**Chicago's Passenger Trains,** by Robert P. Olmsted, published by McMillan Publications, 3208 Halsey Drive, Woodridge, IL 60517. 136 8½"×11" pages, hardbound, $23.95 postpaid.

One of the first photo pages in this handsome book shows the diamonds of 21st Street Junction in the summer of 1966; the top photo has Santa Fe's *Grand Canyon* outbound with a perfect warbonnet A-B-B-A set of Fs, while the bottom photo, taken from the same spot, shows Pennsy's outbound *Manhattan Limited* behind two E7s and an E8. These two photos, sharp in detail and clear in exposure, foretell the pleasures of this volume. Chicago was the ultimate meeting of East and West, boasting six major railroad passenger terminals downtown until late 1969 when Grand Central closed, the first to fall. Olmsted concentrates his efforts on the incredible variety of passenger trains that served these stations (an ironic oversight in content is the lack of "roster shots" of the stations themselves) and renders up views of the trains threading through the terminal areas and kicking up the cinders through the suburbs in photos that range from the traditional wedges to pan shots and detail close-ups.

The earliest scenes in this book date to about 1956, when the GTW was still running steam into Chicago, but aside from this pair of 4-8-4s, the images are all diesel era with a parade of E and F-unit noses wearing all sorts of color schemes interspersed with a few Geeps, PAs and even a DL109 and high-nosed C420. Toward the end he also throws in Amtrak SDP40Fs, F40PHs, RDCs and turbos. There are over 200 photos, many full page, and intelligently written captions. We can think of no trains running in the period covered that have been left out.

This is a striking volume in both photographic content and quality. Additionally, the printing and binding are of fine worksmanship and at a very reasonable price. We certainly recommend it for your pleasure—JOE L. DIAZ.

## Recording reviews

**A Decade of Steam,** Volume One and Volume Two, stereo recordings available on either 33 r.p.m. records or cassette tapes. Price for each record or tape is $9.98 postpaid in U.S.A. (Cal. res. add 6% tax) or $12.98 outside U.S.A. Produced by *Arkay Records,* 5893 Amapola Drive, San Jose, CA 95129.

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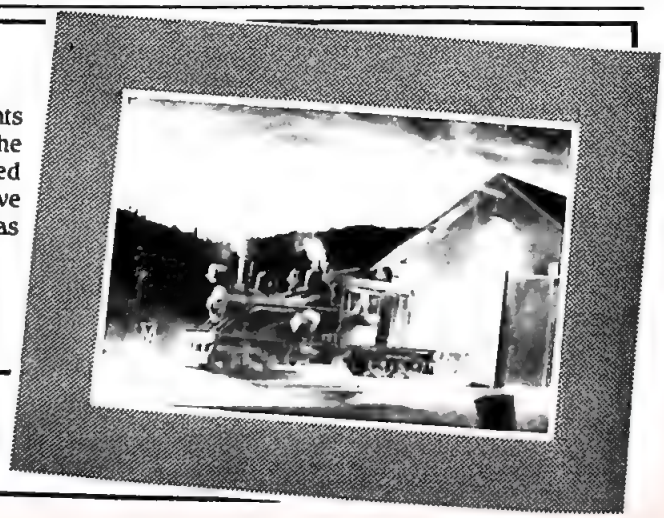

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have been available in the past few years. These albums are samplers of reborn steam from coast to coast in the past "decade," and they include old friends like Reading 4-8-4 2102, UP 8444 and Sierra 2-8-0 28 along with the newer stars like N&W 611, SP 4449, Chessie 614, *two* Royal Hudsons and UP 4-6-6-4 3985—and that's not listing them all.

The two recordings are of uniformly high quality and comprised mostly of good meat-'n-potatoes runpasts with good whistling with the engines generally working hard, running fast or both. Each cut will sample the whistle but usually not have it overpower the stack sound, and the engines are all represented doing typical work. The individual cuts are professionally edited to be concise without being abrupt, and most refrain from overly long lead-ins or trail-outs, although where appropriate for good working sound the "going away" segments are retained while the drama plays itself out (Sierra 2-8-0 28 and 2-8-2 34 doubleheaded assaulting a grade and alternately slipping on the climb is a good example).

Volume One begins with four cuts of SP *Daylight* 4449 returning to Portland after Railfair '81 with fine examples of working and running on a good-sized train. Those are followed by one of the more unusual sequences on either album of Reading 4-8-4 2102 on the "Greenbrier R.R." excursions in West Virginia departing Durbin with some beautifully-echoing whistle work and then stopping at the wye and accelerating again. The aforementioned Sierra doubleheader comes next, followed by two runpasts with Southern's ex-C&O 2-8-4 2716. Side Two has three cuts of Southern's ex-CPR Royal Hudson 2839 accelerating and at speed, followed by three cuts of C&O 4-8-4 614 talking nicely on Sand Patch and 17-Mile grades. The doubleheaded UP 4-8-4 and 4-6-6-4 display surprisingly good sound considering they didn't have enough train/speed/grade to contend with at any time to make them truly work. One of the more overlooked excursion


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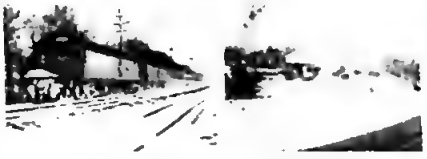

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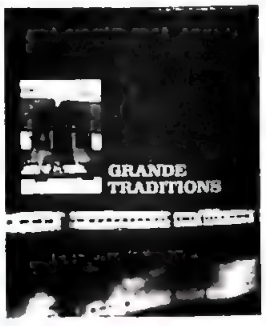


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engines of the past few years, British Columbia's ex-CPR 2-8-0 3716, gets a couple of crisp runbys before the album wraps up with Southern's ex-T&P 2-10-4 610 working uphill.

Volume Two kicks off with four cuts of N&W J 611 climbing, running and accelerating, including a cab ride at speed. That's followed by a couple of nice segments of C&O 4-8-4 614 on the B&O. One of the rarest of recent main line steam operations is captured with some superb sound as Allegheny Central ex-CPR G5 4-6-2 1238 works hard en route to Front Royal, Va., on a Southern Ry. trip during the "steamless" summer of 1981. Side One ends with another of those juxtapositions of the wrong engine in the wrong place that we've come to accept of the 1970-80s: British Columbia Royal Hudson 2860 beating it through Palo Alto, California, on the SP.

Side Two displays the UP Challenger running unassisted on the Salt Lake/Pocatello venture last year, and the sound is pretty good—even to a police siren in the background nailing a motorcader (well, that's the speculation, anyhow). It's probably as hard as the big girl has been worked, and her chaotic double-beat exhaust comes across rather well.

The next few cuts prove that you can't tell an engine's size by the sound of its exhaust, as Heber Creeper's beautifully-restored big SP 2-6-0 and McCloud's diminutive 2-6-2 25 both come across as lusty as at least a 4-8-2—I'm ready to head for Utah after hearing that SP 2-6-0! Southern's 2-8-4 2716 romps through the last two cuts on the album.

These two recordings are available at the same price on either a record album or cassette tape. The record albums have fine color covers and good descriptive notes and black & white photos on the back. Even the cassette has a color cover and a surprisingly complete description of the cuts on the box insert sheet. These are a couple of fine albums, and Arkay has a free catalog listing an interesting line of equally professional recordings of other steam as well as diesel power—J.B.

# Camera Bag

**BY JIM BOYD**

## Lighting the triple crossing

When you ask three railroads to tie up their main lines for about three hours and then invite nearly a hundred people to participate, you'd better know what you're doing. That thought flashed through my mind about ten minutes after Jim Bistline agreed to supply the green and gold FP7s for the proposed Richmond triple crossing night shot on July 19.

To avoid any unexpected disaster and to get a feel for the available light at the triple crossing, on June 30 I made a trip to Richmond to shoot some test exposures.

Having previously discussed the distances involved in the scene with Preston Cook, we concluded that we would be using something between f4 and f5.6 for ASA 64 film, so I began my testing with f4. Using simple time exposures with no flash, I shot frames at F4 for 10, 20, 40, 60, 80 and 100 seconds, and then duplicated the series at f5.6 and f2.8. At the end of the f4 and f5.6 series, I did one shot each using four flashbulbs to simulate the lighting for the Southern unit, involving exposure times of about 45 seconds.

When the results came back, I was very pleasantly surprised to see how little the exposures varied. The extremely short exposures were naturally quite dark, but all the exposures within the normal working times of about 30 seconds on up were well within tolerances. Even the 100 seconds at f2.8 did not have severely objectionable burn-in from the blue mercury vapor light on the highway overpass above that looked like a real potential problem, and the mid-range exposures found that light to be downright pleasing (see the cover and judge for yourself; that was f5.6 at about 80 seconds open time).

The one thing that the test exposures did show was that the sodium vapor lights on the little buildings in the southeast quadrant of the bridges cast a very unpleasant green into the overall scene—even though they appeared to be a rather inoffensive orange to the human eye and did a splendid job of illuminating the further reaches of the C&O bridge. Those lights would have to be turned off or blocked out in the final shot—before we got word from the facility superintendent

that the lights could be turned off, we devised a plan to construct plywood boxes to be lifted on a long pole and hung over the lights, if we had to.

For light, we armed ourselves with cases of Sylvania Number 3 and Number 2 clear flashbulbs—and to my surprise, as I discovered during the middle of the "shoot," some Number 2 *Blue* bulbs. While I took care of handling the crowd and lining up the cameras, Preston Cook worked out the lighting sequence with Marc Balkin, Victor Hand and Brian Manwiller. We did the shot six times, and each used up about 15 flashbulbs. The typical scenario would have Preston on the roof of the building throwing Number 3 bulbs down into the bridge structure just above the first FP7, and then onto the cab and the flank of the C&O U-boat. He followed this with two Number 3s aimed at the Chessie GP40-2. The spill-over from these bulbs would completely cover the Seaboard GP40 on the middle track. Meanwhile, Brian Manwiller (after signing a release and escorted by an assistant trainmaster) was up on the C&O bridge to fire a single Number 2 bulb for each shot from the middle of the westbound track onto the nose of the U-boat.

On the ground, Victor Hand used clear Number 2s to light the Seaboard train from the north side of the C&O bridge and then pull around to the front of the FP7s and light them and the overall left side of the scene with about three bulbs. While all of this was going on, Marc Balkin stayed flat against the building to lay two Number 2s along the flank of the lead FP7 and then move back to light the second FP7 from east of the Seaboard bridge. Marc then crossed through the coach vestibule to throw two Number 2s up at the C&O from below and finally lay one Number 2 back toward the cameras from behind the FP7s to highlight the underside of the Seaboard bridge and the pavement under the FP7s. The only thing that didn't go exactly as planned was the discovery that the second case of Number 2 bulbs was blue instead of clear (I forgot that I'd ordered one case of clears and one case of blues and didn't notice the difference until we'd already used about half of the blues for the ground level shots by Marc and Victor). The result of using the blue bulbs isn't particularly noticeable in the overall color of the lighting, but since the blue bulbs are only about half as bright as the clears, the Southern unit came out just slightly dark—although having photographed the FP7s previously at night, I was very concerned about overexposing the white on the nose and sides and would have been extremely hesitant about itensifying the light on those units. In the light of hindsight, though, I'd come in about ten feet on the nose bulb on the FP7s if I were to do it again.

We ran the exposures six times, with the ASA 64 setting at f4 for the first three and f5.6 for the last three. Because of the hazy and cloudy sky, dusk hit us about 15 minutes sooner than it had the day before, and we weren't quite prepared to get the first shot off soon enough to catch that real twilight glow in the sky I was hoping for. The first exposure at f4 did get a very attractive dark blue sky, but all three f4 exposures had one irritating problem: the lighting that did a perfect job on the Chessie units slightly overexposed the light gray nose of the Seaboard GP40, which was much closer to the building and light source. The f4 exposures are overall a bit brighter than the f5.6 exposures, but from my camera angle the overlit Seaboard nose makes them less desirable than the f5.6 shots—the cover shot is the first of the f5.6 exposures, the number four shot of the series of six. Of the other results I've seen so far, the f5.6 shots seem a bit superior to the f4s. For those shooting black & white or color negatives, that Seaboard nose can be burned in slightly and the brighter f4-equivalent lighting should be very effective.

The posing of the units was a bit tricky, since we were dealing with a photo line just over 20 feet across and in fairly tight to the subject. Because of the number of photographers, we couldn't adjust the line to permit wide angle horizontals or get every camera lined up in the "ideal" south end of the photo line (the closer you got to the south end of the line, the better angle you could get on the Chessie units, until the building got in the way). We had to pose the units so that they could be framed up by folks at both ends of the photo line. If we had been using only one camera position, we could have moved the Chessie and Seaboard units a little further forward (for the sixth exposure, we did move the Chessie units about ten feet forward and the Seaboard about two feet back, shifting the framing slightly to the left to compose the "perfect" cover shot; the placement of the magazine title and UPC code block made the original pose slightly better for final composition, however). The folks shooting from atop the building got their best results with wide angle lenses including 40mm, 35mm and 28mm (see Preston Cook's photo on the inside rear cover).

I did my shooting from the ground with two Nikons framing vertically with 50mm normal lenses (one with Kodachrome 64 and the other with Plus X) and a 2¼" square twin-lens reflex Yashica-D loaded with Kodacolor II color negative film. The cover shows the Nikon framing with very little cropping, and the 80mm lens on the Yashica (the equivalent of about 45mm on a 35mm camera) provided a very handsome horizontal crop from the resulting negative (this was the cropping used on the 11" × 14" color print presented to CSX Chairman Hays Watkins at the NRHS banquet, see MARKERS). With about 85 cameras recording the scene—ranging from 35mm SLRs to an 8" × 10" view camera—this should go down as one of the better documented set-ups at the triple crossing, likely surpassed only by the half-hour in daylight of the 1958 affair (see page 31).

Oh, yes, the award for "The Most Prepared" photographer in the session has to go to Vic Hand, who set up his cameras behind everyone else on a Tilt-All tripod with special clamp-on wooden leg extensions that put the camera about eight feet in the air, well above the heads of everyone in the photo line. He reached the camera with a stepladder, and we can all thank him for using that same ladder to remove—after asking the permission of our police officer—the offending "No Parking" sign from its post alongside the building (and dutifully replacing it afterward). The Most Heroic Act Award, however, goes to Marc Balkin for engaging a local drunk in conversation as he was about to wander out in front of the FP7s during one of the shots.

All in all, the first triple crossing photo session since 1966 was a great success, and Seaboard Road Foreman Jack Brown probably summed it up best: "Come back in another 17 years and we'll do it again!"


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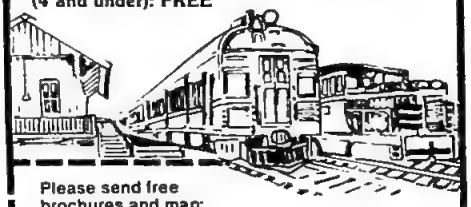

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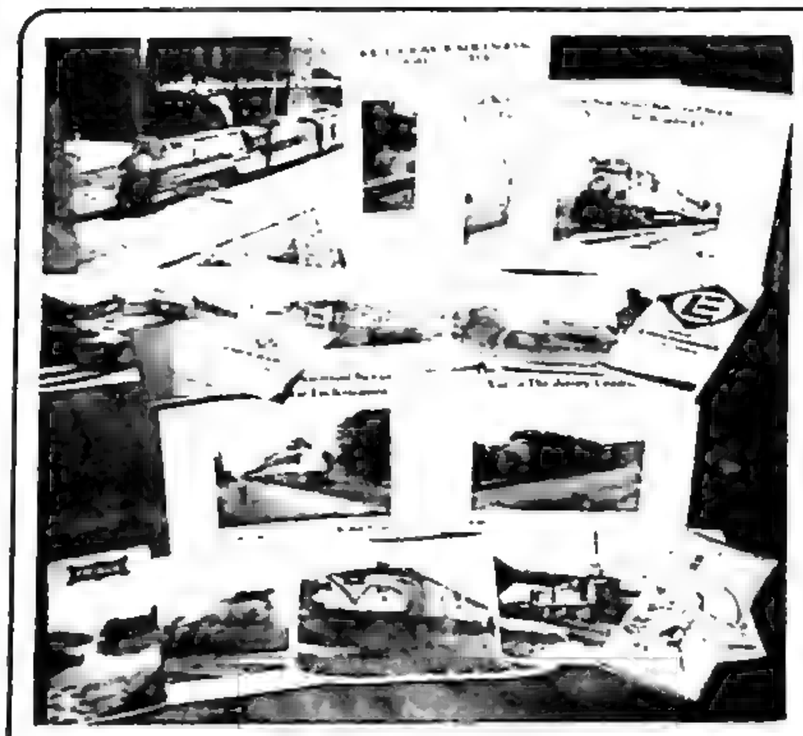

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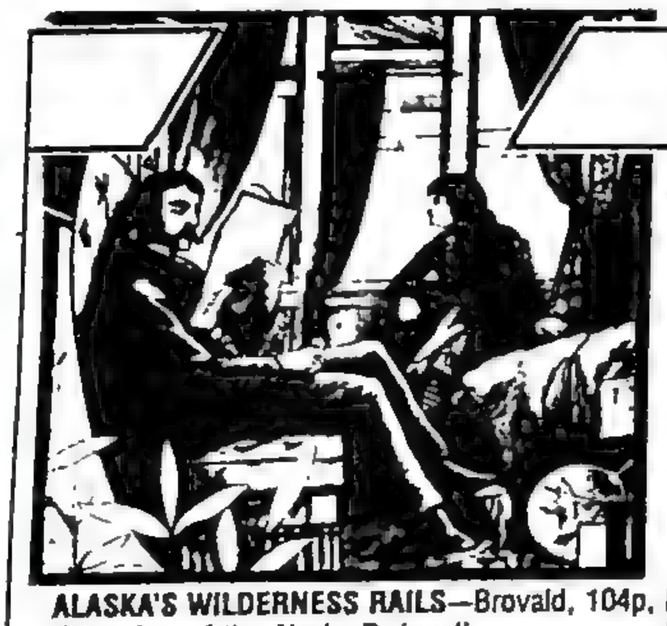
**Robert W. Courtney**

Bob Courtney, the author of the article on the Kansas City Southern F-units, is 26 years old and lives in a "Fashionable North Dallas" apartment while working as a systems engineer in the Banking & Thrift Division of Electronic Data Systems of Dallas. His childhood home, however, was near Washington, D.C. As he describes it:

"When I was in grade school, the B&O's westbound main out of Washington, D.C., was 200 yards across an open field from our back yard in suburban Maryland. We were not allowed to go near the tracks. Who can resist anything forbidden? One of my favorite activities in the early '60s was sitting in a



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tree eating wild raspberries and waiting for a train to smash a penny saved from my allowance. All I remember is that those trains were very big and dark.

"When I was ten we moved away from the tracks; four years later we moved to Texas. In 1975 I graduated from high school, got a 35mm camera, got a part-time job, started college, got a car and discovered an all-model-railroad hobby shop halfway between home and school. Between college and up to four simultaneous part-time jobs, including twelve hours a week at the hobby store, my hobby took a back seat.

"I began railfanning in earnest in January 1978 when I discovered Fort Worth and spectacular Tower 55. It was at the same time that I met and became good friends with two other railfans who shopped the hobby store where I worked. The three of us, Myron Malone, Brad Neal and myself, became fixtures at the tower and at Rock's Peach Yard and all the other exotic places Fort Worth had to offer in the late '70s.

"In May 1982 I graduated from North Texas State University in Denton (MP and MKT) and began a career in the data processing world. I enjoy it and still find time for railfan trips a couple of times a month.

"I shoot mostly slides with a four-year-old Nikon FM, trusting my pictures to nothing but Kodachrome 64 and Kodak processing. I shoot black & white if I have publication in mind, but haven't decided between Plus-X and Ilford HP1. I shoot about 2000 slides a year and find railfanning more enjoyable as a group sport than played solitaire. My favorite 'living' roads are Katy, KCS and BN, but if its on two rails I'll shoot it. I do miss the Rock Island and the Frisco." ⊂


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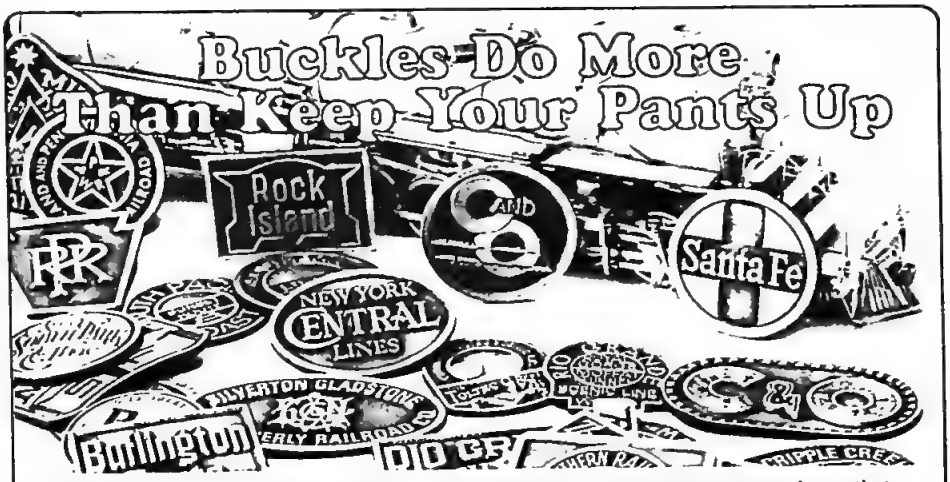

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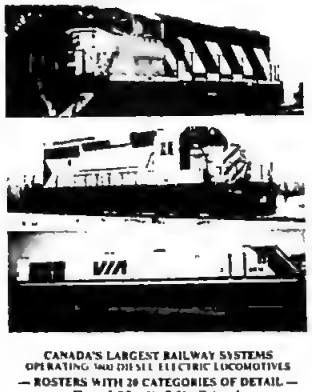

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# Railnews

**THE NEW TUNNEL** On April 14, 1983, just moments after the passage of the westbound *Rio Grande Zephyr*, a mud slide just north of Thistle, Utah, blocked Spanish Fork Canyon and created a lake which put the town of Thistle, Highway 6/50 and the main line of the D&RGW under almost 200 feet of water. When the extent of the slide became apparent, plans were made to reroute the D&RGW around the flood. The Army Corps of Engineers bored a diversion tunnel to stabilize the level in "Lake Thistle" to prevent possibly catastrophic erosion of the newly formed earthen dam, and the D&RGW laid out a new six-mile path for its main line on the hill to the north and east of the flooded area. Beginning at Milepost 684 north of Thistle, the new line climbs at a steady 2% up the east wall of the canyon to the flank of Billies Mountain, just above the mudslide at about Milepost 681.5. There the line enters a new tunnel, 3,100 feet long and laid on a 4° curve, bored by Morrison-Knudsen and other contractors. Emerging eastward on the north wall, the line continues up the canyon to rejoin the original alignment about Milepost 678. The new line is slightly shorter than the old and is presently single track, although boring has already begun on a new tunnel about 50 feet inside the radius of the first one to make the entire bypass double track.

The new tunnel was opened for traffic on the afternoon of July 4, reopening the main line after 81 days of closure. While the line had been closed, the *Rio Grande Zephyr* had made its last run on April 24 as a Grand Junction turn, and Amtrak's Superliner *California Zephyr* had begun its career by detouring over the Union Pacific. On July 16, 1983, the first westbound Amtrak *California Zephyr* headed out of Denver to use the new tunnel and traverse its intended D&RGW route. The *Zephyr* got a formal send-off from Denver, complete with a banner and champagne christening by Beulah Ecklund Bauman, a "Zephyrette" hostess from the pre-Amtrak CZ. Meanwhile the Rio Grande F9s were observed in regular freight service.

**THE LACKAWANNA CUTOFF** Eighty-eight miles of the former Delaware, Lackawanna & Western main line between Port Morris, N.J., and Scranton, Pa., which was nearly scrapped earlier this year, should be in safe hands by October. The Monroe County Railroad Authority (Stroudsburg, Pa.) reached a verbal agreement in July with Conrail to buy the line for $6,646,405. The federal government is loaning the county $4.1 million at 3% interest over 20 years to fund part of the purchase, with the balance coming from a $2.5 million bond issue to be floated through the Monroe County Development Authority. Conrail, wanting to salvage the valuable re-lay rail from the partly double-track DL&W main line had already begun pulling the spikes on some segments of the cut-off across New Jersey as Monroe County was frantically trying to halt the dismantling and line up the necessary money to purchase the track. In the final agreement, the county will be buying the right-of-way and only one of the two tracks, leaving Conrail to salvage the rail from the other. The actual purchase is scheduled for October 14.

Monroe County is seeking operators for the line, which is a potentially valuable bridge route between Guilford's D&H in Scranton and N.J. Transit in New Jersey, although there is virtually no on-line business of any kind. Opinions from knowledgable railroaders range from "wait 'til you see what happens now" optimism to "it's another Adirondack" skepticism. At this stage, the outsiders can only stand back and watch.

The purchase of the line has caused some tremors in the Scranton area, as Monroe County is buying the main line that the City of Scranton was intending to buy (ten miles from Scranton to Moscow, Pa.) for use by Steamtown. It also revealed that Scranton had not yet purchased the DL&W yard and shop that Steamtown was planning to occupy. While the purchase complicates the short-run situation, it offers some real long-term advantages to the Steamtown operation by providing it with a potential "friendly" main line to the metropolitan New York/New Jersey area for future excursion service.

Steamtown management is still making preparations for a move to Scranton over this upcoming winter and is optimistic that the necessary arrangements are being worked out. A new International Free Trade Zone within sight of the tracks on the New Jersey end and the volatile megamerger situation have the potential of rendering the Monroe County/DL&W railroad a valuable property—or another Adirondack.

**"THE RED HEIFER"** Back in the 1930s the old Delaware & Northern met the old Ulster & Delaware at Arkville, N.Y., and the D&N provided passenger service with a Brill gas-electric known locally as the "Red Heifer" (yeah, I thought it was spelled "Heffer," too, but Webster disagrees). The D&N met its demise in 1942, and the U&D became NYC and finally PC before being abandoned in the early 1970s. The track remained intact, however, and the old U&D has been the object of many proposed tourist operations, including the first "new" home for Steamtown a few years ago.

The town governments within Delaware County have formed a municipal corporation which purchased the old U&D track within the county to promote tourism. This summer operation began on four miles of the line between Arkville and Fleischmanns using a 1929 Brill gas-electric (originally NYC M-405) and trailer and former Western Maryland 44-ton diesel. The motor car has been painted Cornell red and named "The Red Heifer," in honor of the old D&N, on the railroad now named the Delaware & Ulster. The motor car and trailer have been running weekends, and their season will continue through October 23.

**THE BOSTON & MAINE** After being bankrupt since February 1970, the Boston & Maine emerged on June 30, 1983, as a solvent company under the new ownership of Timothy Mellon's Guilford Transportation Industries. On that day the B&M joined neighbor Maine Central as a Guilford property, and B&M President Alan G. Dustin became president of the MEC as well, with MEC's former president, David Fink, becoming chairman of the board of both MEC and B&M. Both roads will reportedly retain their corporate identities while being operated as one unified system. The next Guilford target is the Delaware & Hudson.

A special GTI train behind MEC orange and gray Geeps 470 and 573 left portland, Maine, on June 29 for a circle trip to Boston via the MEC Mountain Subdivision and the B&M's Conn River and Fitchburg main lines. It was in North Station on June 30 for the festivities of merger day and then returned to Portland.

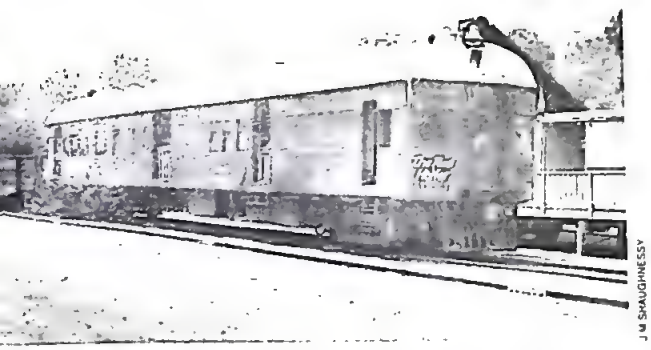
**C&NW ON THE WARPATH** Fresh from its victory over one Canadian rail organization, the Chicago & North Western is taking on the other. The C&NW recently beat out Canadian Pacific subsidiary Soo Line for the former-Rock Island main line between the Twin Cities and Kansas City, stalling for the time being CPR's bid for a route to the Gulf primarily for its grain traffic. Now the C&NW is taking on the Canadian National and its subsidiary Grand Trunk Corporation by announcing a competing bid for the Milwaukee Road. While the Milwaukee and GTW have already been cooperating closely with run-through trains and the like, the C&NW bid is not being taken lightly.

The natural speculation ponders what a C&NW+Milwaukee would mean to somebody like Pacific Rail, with whom the C&NW is already cooperating on the Powder River Basin extension and is the primary Chicago connection for the Overland Route. It is interesting to note that the UP's parent corporation just sold its gas pipeline subsidiary, Mississippi River Transmission Corp. (originally owned by MP) to MidCon Corp. for just over $256 million in cash—WALTER A. APPEL.

**CONRAIL BIDDING OPENS** When Conrail met the "profitability test" early this summer and was determined to be solvent, the U.S. Department of Transportation, present owner of all of Conrail's stock, was obliged to put it on the market as an intact unit, not to be broken up piecemeal. With about $7 billion of the taxpayers' money already wrapped up in the 15,000-mile system, the government is anxious to recover as much of that money as possible and still guarantee Conrail a viable future.

Labor organizations representing the workers of Conrail opened the bidding at $2 billion—but very little of that was in cash. The labor offer involved $500 million of borrowed money and made up the rest in $1.2 billion of tax loss carryforwards and a promise of three more years of wage deferrals. If the 40,000 Conrail employees are successful in their bid, the line would be run by a management board which would include management and labor "designees." After the buy-out, the unions would hope to sell 20-30% of the stock to the public.

The first offer involving "real money" for Conrail came from the



J.M. SHAUGHNESSY

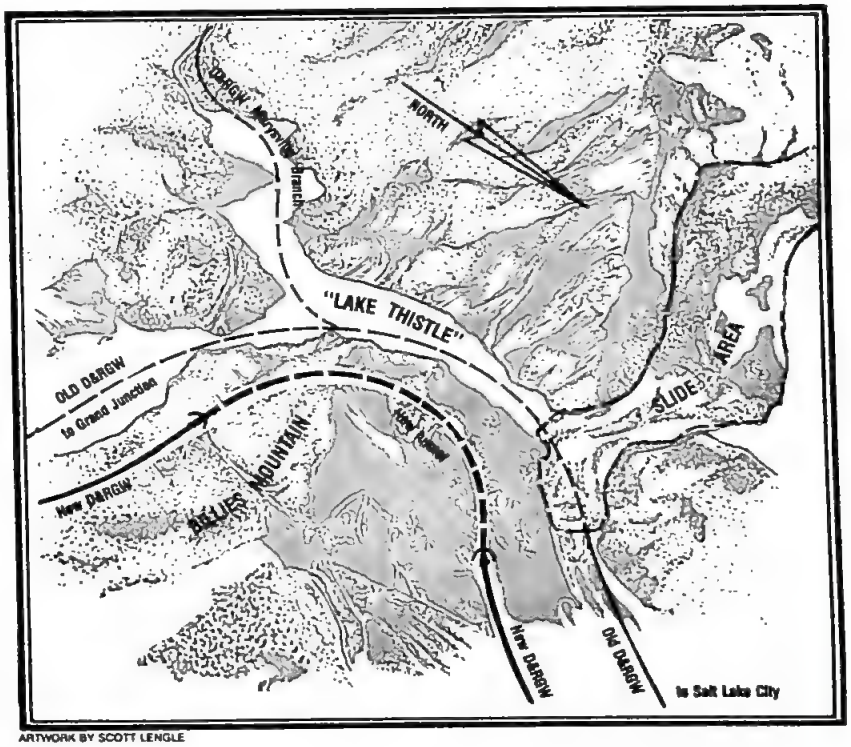
"THE RED HEIFER" pauses at Arkville, N.Y., on June 12, 1983. The ex-NYC Brill is now hauling tourists for the Delaware & Ulster R.R. on the former Ulster & Delaware.

NORTON D. CLARK

**THE BOSTON & MAINE** emerged from bankruptcy and into the Guilford fold on June 30, 1983, an event celebrated with a GTI special, shown (right) at Boston's North Station.

CH.P SHERMAN

**THE NEW TUNNEL** bypassing the flooded town of Thistle, Utah, was opened for freight traffic on July 4, 1983, ending an 81-day closure of the D&RGW main line. The diagram (right) shows the new tunnel and the massive mud slide that created a lake where the community of Thistle used to be (the drawing was made from an aerial photo of the scene that appeared in the D&RGW's *Green Light* Magazine). The first Amtrak *California Zephyr* to use its intended D&RGW route departed Denver amid celebration (above) on July 16.




ARTWORK BY SCOTT LENGLE

Santa Fe, which announced in late July that it would be studying Conrail with the intent of making a formal bid. The U.S. DOT was happy to see a profitable corporation like the Santa Fe enter the picture; a merger of the two systems would create the first true U.S. transcontinental railroad. The unions immediately bristled and warned that the wage concessions they would give themselves would not be offered to other owners, but the Santa Fe stated that it was interested in Conrail even without the wage concessions. The Santa Fe would first, however, be "crawling all over Conrail" to determine the size of its bid. Trimmed down and tightened up under the skilled management of Southern Railway veteran L. Stanley Crane, Conrail has become a respectable, profit-making corporation that originates or terminates one third of the rail traffic in the U.S. and is a major intermodal carrier. The railroad that gets Conrail will definitely have a competitive advantage in the round of coast-to-coast megamergers that is sure to follow. The Santa Fe may be the first offer, but it is likely not to be the last.

Rivals that would be hurt by a possible Conrail+Santa Fe would be Norfolk Southern and CSX. NS was rebuffed by the Santa Fe in a merger bid last year, but it recently acquired over 5% of Santa Fe's stock. It looks like things are about to get very interesting in the Northeast—WALTER A. APPEL.

**GOODBYE TIP-UP** In a press release dated July 26, 1983, the Santa Fe announced its intention to merge its wholly-owned subsidiary Toledo, Peoria & Western into the Santa Fe. "If no regulatory delays are encountered, the merger will be effective on December 31, 1983." Since the merger involves a wholly-owned subsidiary, the Santa Fe has filed notice of the proposal with the ICC and asked that the merger be exempted from ICC jurisdiction, and the ICC is expected to grant the exemption. Train operations and service levels are expected to remain essentially the same after the merger. The merger will hit the Peoria area with a loss of jobs when the TP&W shops and offices close, but customer service should not suffer. Should the Santa Fe be eventually successful in its bid for Conrail, the TP&W might possibly develop into a vital link between the two.

**SIERRA STEAMS AGAIN** After three years in limbo when steam tourist operations ceased on December 31, 1979, the Sierra Railraod saw steam operations resume on the Fourth of July weekend 1983. When the freight and tourist operations of the Sierra were separated in the late 1970s (with freight continuing with Baldwin diesels), the steam tourist operation struggled to a halt, a victim of the energy crisis and the recession. In the following years, groups like the Friends of the Sierra Railroad gained the support of state politicians, and most notably through the efforts of Assemblyman Norm Waters got the state legislature to appropriate $1.5 million to acquire the 26-acre Jamestown roundhouse site and related equipment to incorporate "Rail Town 1897" into the California State Park System. In May 1983 the Pacific Locomotive Association (operators of the Castro Point Railway and the SP 0-6-0 1269 at the Sacramento museum) was selected as operator of the shop site and six mile tourist run

# Railnews

from Jamestown to Chinese Station, where the SRR tracks cross Highway 120. After VIP specials on July 1, the state railroad opened for the public on July 2 with three trains a day behind 2-8-0 28. In addition to the 28, the new park also has the famous 4-6-0 No. 3 and the ex-Feather River Lumber three-truck Shay in serviceable condition and 2-8-2 34 in reserve. Excursion service is scheduled for weekends and holidays through September. The general manager of the new Rail Town 1897 operation is Karl Koenig, former editor and publisher of *Pacific News* which is now being published by Interurbans of Glendale, California.

Louisiana Pacific still owns the 50 miles of the Sierra between its mill at Standard and the SP and Santa Fe interchange at Oakdale (where the Baldwins are kept). The seven miles of track from Standard to Tuolumne has been embargoed, and, like the old West Side tourist operation at Tuolumne, is up for sale. The state park Rail Town 1897 has rights to operate on the entire Sierra trackage, the only exception being bringing passenger trains into the mill complex at Standard. It has already done extensive movie and television work, just like the "old days." The present tourist operation from Jamestown to Chinese Station was selected to give the riders the full effect of the 3½% uphill climb on the return trip. As General Manager Koenig says, "We leave 'em with their ears ringing, and they love it."

**THE *DAYLIGHT* FOR 1984** Doyle McCormack has gathered his crew together and will be spending this winter getting SP *Daylight* 4-8-4 4449 ready for a trek next May from Portland, Oregon, to the World's Fair at New Orleans. The Southern Pacific has given its approval of the project, and private sponsors are lining up a consist—headlight to markers in *Daylight* colors—for a public excursion to New Orleans. We'll publish the details and dates when they become available.

**BESSEMER & LAKE ERIE** The B&LE 2-10-4 643, for many years a resident of the B&LE's Greenville roundhouse, has been sold to Glenn Campbell (no, not *that* Glenn Campbell) of Valencia, Pa., who has moved it to the Hall Shops of the Union Railroad for overhaul. The handsome giant is in generally excellent shape except for her pistons, which had been cut out years ago to facilitate moving. The 2-8-0 which resided with the 643 in Greenville is reportedly headed for the Illinois Railway Museum, while the 0-10-2 is apparently still for sale.

**CANADIAN PACIFIC** On May 23, 1887, CPR 4-4-0 374 pulled the first passenger train into Vancouver, B.C., and on June 20, 1983, that same locomotive, now owned by the City of Vancouver, was removed from display in Kitsilano Park where it had been placed in 1946 and transported to a workshop on Granville Island. Funded by a grant from the British Columbia Heritage Trust, the West Coast Ry. Association and Pacific Coast Division of the Canadian Railroad Historical Association will spend the next two years restoring the 374 to serviceable condition to participate in the EXPO '86 world's fair in Vancouver.

**TWO MORE DIESELS** The list of preserved diesels is growing. The Monticello Railway Museum in Illinois has just acquired Wabash F7 725, and a private individual has reportedly bought ex-Reading FP7 900 from SEPTA for donation to the Railroad Museum of Pennsylvania—and return to classic Reading colors.

**MEMPHIS TRANSPORTATION MUSEUM** If everything goes as planned, a Frisco 2-8-2 may be steaming to the New Orleans World's Fair in May 1984 (other engines already reportedly committed to the World's Fair are SP *Daylight* 4449, Union Pacific 4-8-4 8444, something from the N&W/Southern fleet, and the L&N Pacific from the Kentucky Railway Museum). After four years of behind-the-scenes efforts, the Memphis Transportation Museum has secured a ten-year lease on SL-SF 2-8-2 1351 from its owner, the City of Memphis, Tennessee. The 1351 is one of a class of seven rebuilt in 1943 from 1912 2-8-0s (two others exist in Pensacola, Fla., and Kansas City) and was put on display in the Memphis fairgrounds in 1952. On July 30, 1983, the Mike was moved from the fairgrounds, using a panel track supplied by the BN and a trackmobile, to an SR spur and then to the MTM storage site inside the U.S. Army Defense Supply Depot. With the contracted help of a local boiler works, they hope to have the Mike ready for New Orleans next spring.

A couple of weeks earlier, the Burlington Northern had donated to MTM a fully-serviceable GP7 (BN 1586, nee CB&Q 230) which the museum will maintain to FRA standards for future excursion service using the museum's rapidly-growing fleet of passenger cars. On July 19, the BN's presentation of the Geep was celebrated with a brief fantrip within yard limits with the Geep pulling three of MTM's cars: Santa Fe 4-4-2 sleeper *Regal Inn*; Santa Fe lounge-dorm *Picuris*; and DL&W diner 469.

**CLINCHFIELD NO. 1** One weekend each month, June through September this year, Clinchfield's famous 4-6-0 No. 1 has been steaming and pulling short excursions at the B&O Railroad Museum in Baltimore, from the museum to Mt. Clare Junction and return. Built in 1882 by a predecessor of the PRR in Logansport, Indiana, No. 1 gained fame in the 1970s as an excursion engine on the Clinchfield. Idled by a change in CRR management, No. 1 was donated to the B&O museum in 1981, after the CSX merger. She was overhaulled by Chessie forces on a time-available basis in the B&O Riverside roundhouse.

**VIRGINIA & TRUCKEE** The Nevada State Museum has accumulated over 20 pieces of rolling stock from the historic Virginia & Truckee Railroad, thanks in large part to the equipment being preserved by various Hollywood movie studios. Now well established in Carson City is the Virginia & Truckee R.R. Museum, where this superb collection is being displayed and operated. June 29, 1983, saw the first public steaming of one of the real classics of V&T motive power, 4-4-0 No. 22, the *Inyo*, built by Baldwin in 1875. The brass-bound stereotype of a "Western" 4-4-0 was restored to serviceable condition by Short Line Enterprises (whose handsome Dardanelle & Russellville 4-4-0 [Sierra No. 8] will be steaming in Deer Lodge, Montana, this September to celebrate the centennial of the gold spike completing the Northern Pacific). The *Inyo* was steamed at Carson City over the Fourth of July weekend and will be steamed again—in the company of V&T 4-6-0 No. 25—on October 29-31, 1983. The old locomotives should look right at home on the recently-completed timber "gallows" turntable.

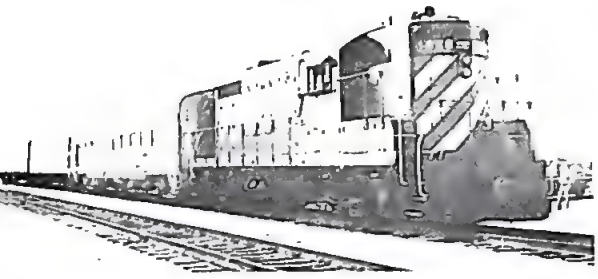
**MISSISSIPPI RAILWAY & TRANSPORTATION MUSEUM** A new museum group was formed in Hattiesburg, Mississippi, in 1982 with the objective of preserving elements of the state's rail history. The group's first project was the cosmetic restoration of the Green Brothers Gravel/Mississippi Central 2-8-2 141 on display in a park in Georgetown, Miss.; the task was completed by November of that year. In the meantime the group was looking for a permanent home for their museum that would provide a place to restore and operate equipment. Natchez and Jacksonville were considered, but both sites presented insurmountable obstacles.

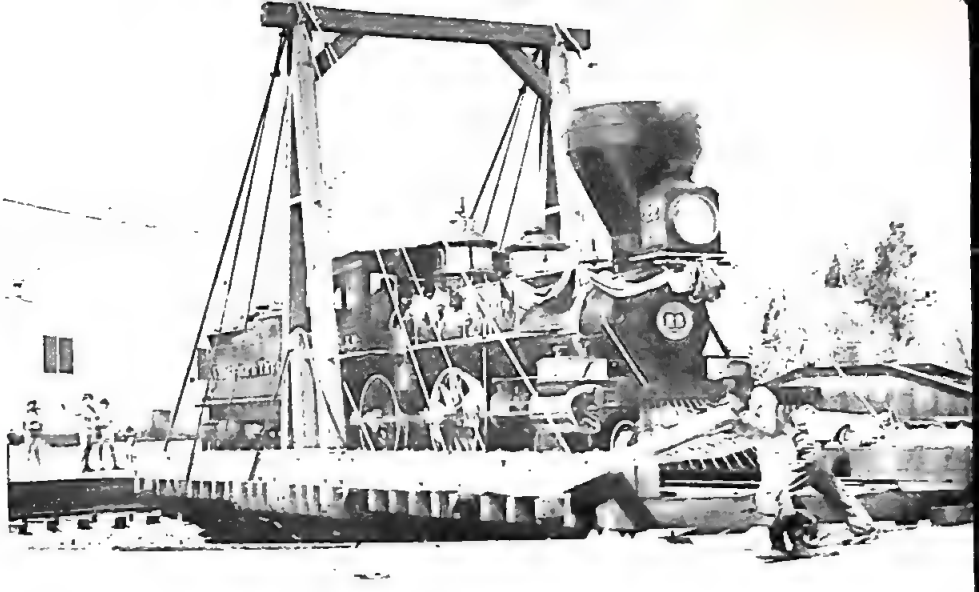
In mid-1983 they found a home on the short line Port Bienville Railroad of Bay St. Louis, on the Gulf just east of New Orleans. The focal point of their efforts at this time is Ex-Washington & Lincolnton/Rockton & Rion 2-8-0 No. 23, which had been overhaulled and available for sale by Birmingham Rail & Locomotive Co. of Birmingham, Ala. They are presently raising funds to move the 2-8-0 to Port Bienville and are seeking equipment to run with it. The museum has more than 60 members, and its officers have a substantial background in railroad and short line operation and maintenance.

**ATLANTIC 7002** In one of the quickest idea-to-execution steam restorations of recent memory, the shop of the Strasburg Rail Road in Pennsylvania has put into service PRR E7s 4-4-2 7002, on loan from the PRR historical collection in the Railroad Museum of Pennsylvania. The elegant 7002 (actually 8063, renumbered by the PRR to represent the famous 7002 of 127-m.p.h. world speed record fame) was given a complete overhaul by the PRR in 1940 and apparently never fired up afterward, making the restoration task of Linn Moedinger, Kelly Anderson and Glen Lefever somewhat less extensive than is typical these days. Most of 7002's wooden parts—pilot and beam, for instance—had to be renewed and the running gear cleaned up of minor pitting. Wearing authentic PRR turn-of-the-century passenger pinstriped livery, the 7002 made her first test runs on the Strasburg in late July and should be in regular service by the

VIRGINIA & TRUCKEE No. 22, the *Inyo*, rebuilt by Short Line Enterprises for the Nevada State Museum, steamed onto the gallows turntable (right) at Carson City on June 29, 1983, for her first time in public.

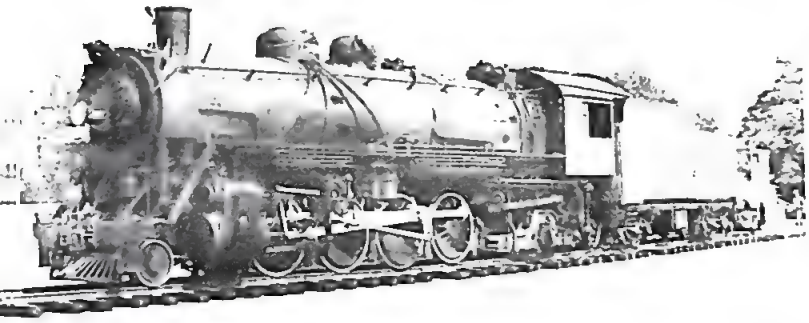
DAVID M. JOHNSTON





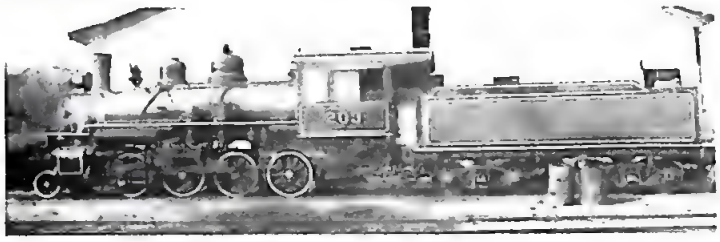
BOB SHIELDS

MEMPHIS TRANSPORTATION MUSEUM ran a short fantrip on July 19 (above) to celebrate BN donating GP7 1586. On July 30, they eased SL-SF 2-8-2 1351 out of the Memphis fairgrounds (below) for restoration.



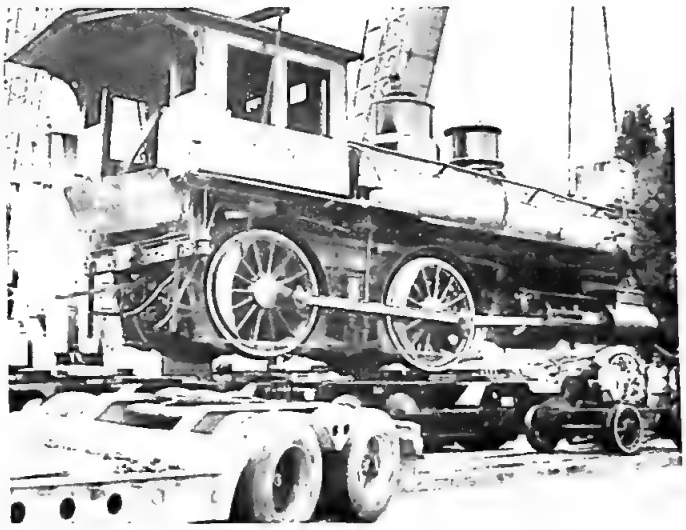
DAVID M. JOHNSTON

M C. NUSSBAUM



MISSISSIPPI RAILWAY & TRANSPORTATION MUSEUM has purchased serviceable 2-8-0 203, shown here in March 1983 at Birmingham Rail & Loco.

ROBERT G. HUNTER

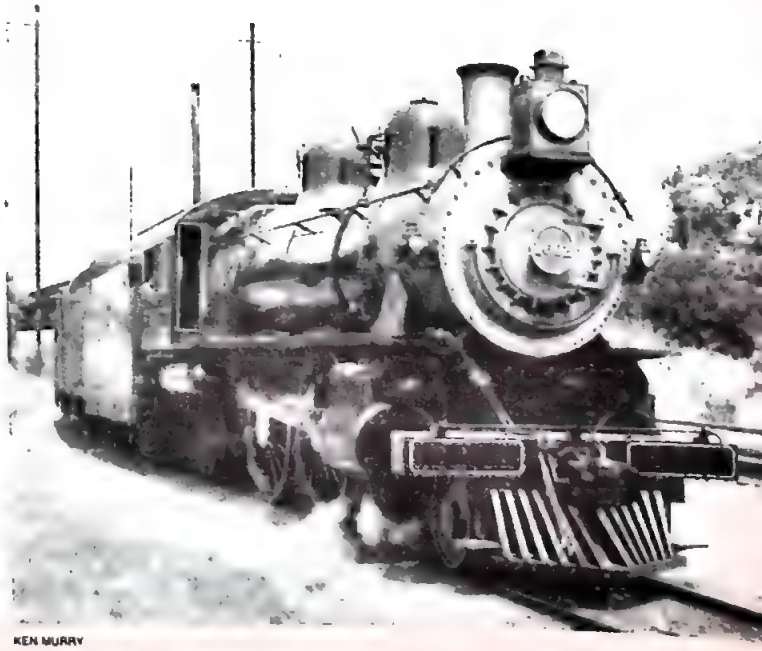


CANADIAN PACIFIC 4-4-0 374 was removed from display in Vancouver's Kitsilano Park on June 20, 1983, headed for overhaul and a reenactment for world's fair EXPO '86 of her first arrival in Vancouver.

ATLANTIC 7002 pauses alongside the PRR Harrisburg-Philly main line at Leaman Place on the Strasburg R.R. during trial runs on July 29, 1983. The PRR 4-4-2 will be in regular Strasburg service.

CLINCHFIELD NO. 1 is now running one weekend a month at the B&O Museum in Baltimore. This was her first day of revenue service, June 18, 1983.

ALEX MAYES



KEN MURRY

time you read this. The 7002 will replace D16sa 4-4-0 1223 in regular service on the Strasburg, although the 4-4-0 will remain serviceable and available for special occasions (this should greatly extend the active career of the 1223). The 7002 is the only active standard gauge Atlantic in North America, and built in 1902, one of the oldest operating regularly anywhere. A high-drivered flat-land racer, the 7002 shows tendencies of being a bit slippery on the Strasburg's hills but should prove more than capable of handling the tourist trains.

"IS TWO OVER ONE RAILROAD FARE?"

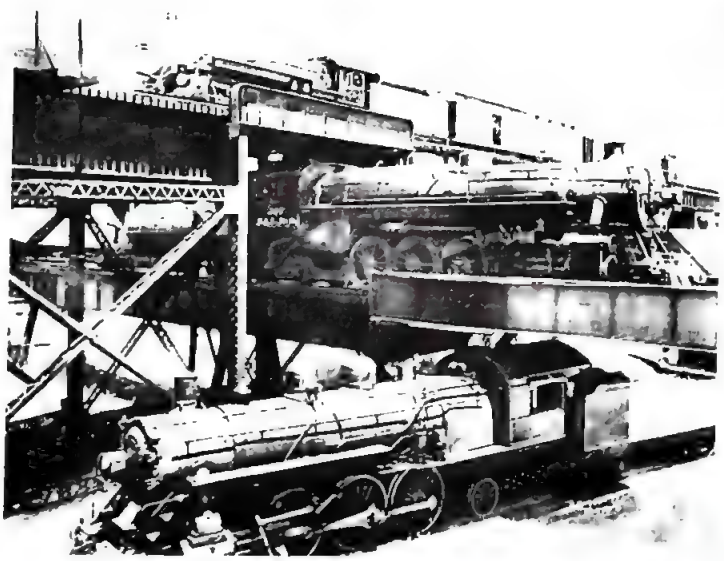
# Richmond's triple crossing

**by Jim Boyd**

With the completion in 1901 of the C&O's massive bridge along the James River spanning the entire downtown waterfront, the City of Richmond, Virginia, knew it had something unique with the C&O bridge crossing over the Seaboard Air Line bridge crossing over the Southern Railway's West Point line at the same spot near 16th and Dock Streets where Shockoe Creek, the old James River & Kanawha Canal and the James itself all converged. This "triple crossing" was immediately touted as the only one of its kind in the world, though the claim would be difficult to validate, especially since a similar crossing reputedly existed in Peterborough, England, with a converging of the Great Northern, Great Eastern and London, Midland & Scottish.

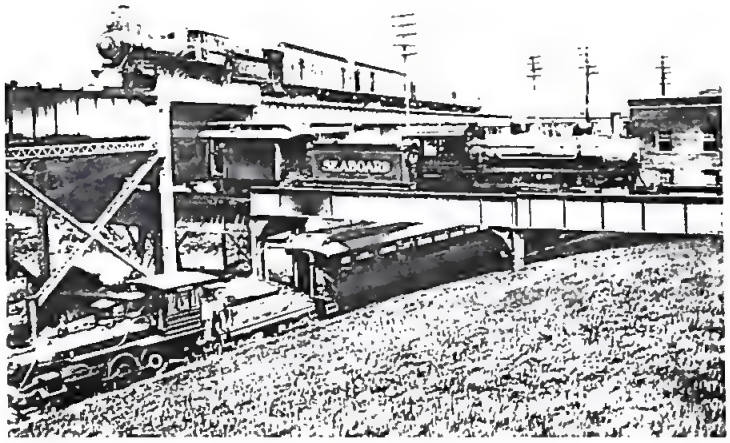
Richmond's triple crossing was a natural attraction for photographers, and

CHESSIE SYSTEM



THE 1926 POSE, original (right) and retouched (above), shows C&O F-15 4-6-2 433, Seaboard M-2 4-8-2 267 (BLW 1926) and SR Ps 1204.

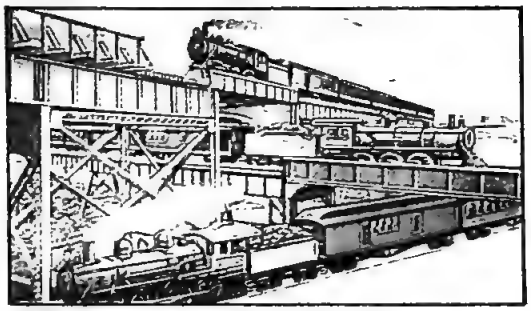
CHESSIE SYSTEM



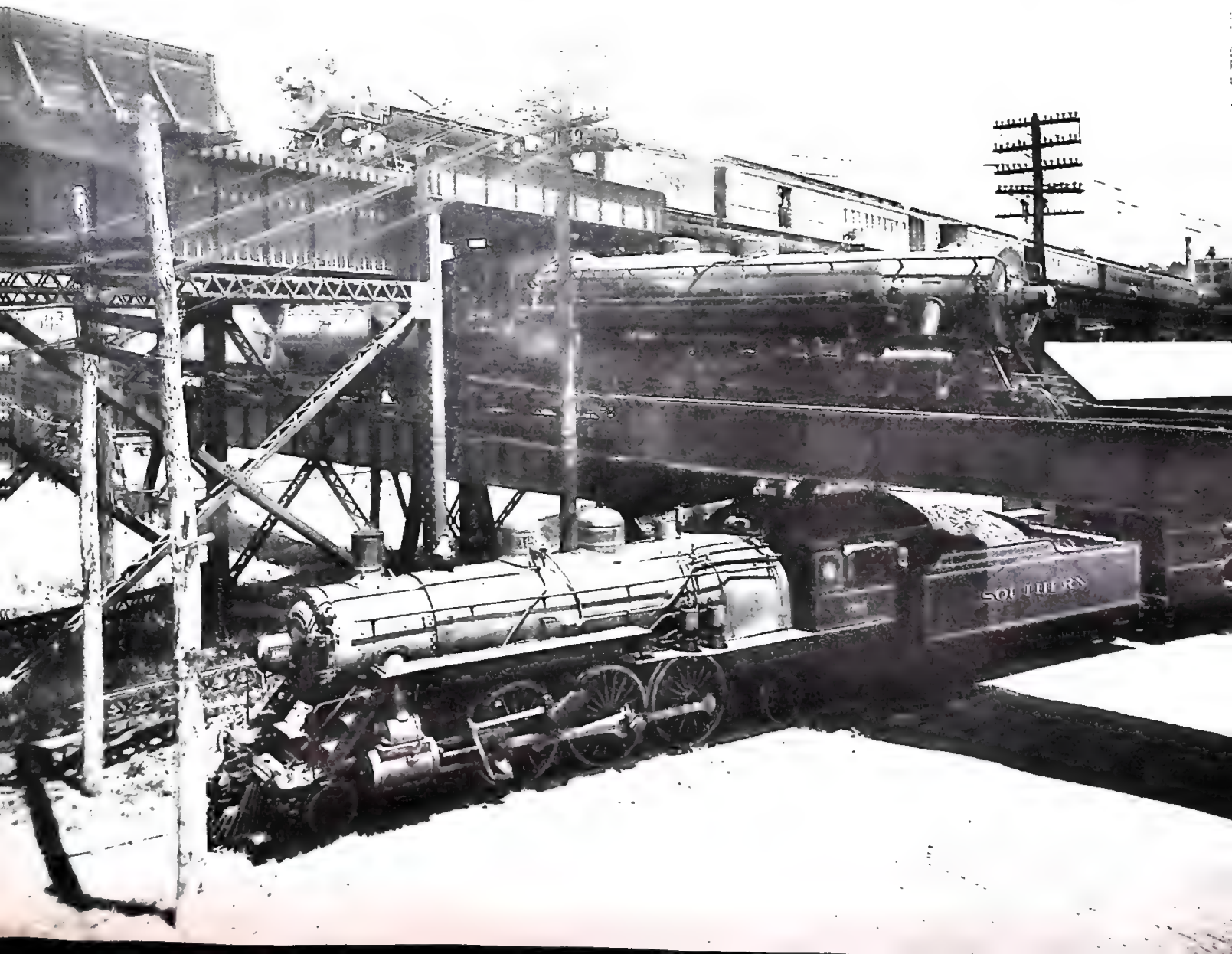

**THE FIRST KNOWN** posing on the triple crossing was in 1906 with C&O F-10 4-6-0 175 (Cooke, 1890) on a westbound James River passenger train, Seaboard L-2 4-6-0 633 (Baldwin 1906) southbound, and a Southern pre-1880 0-6-0 1504 on the West Point line. The photo at **left** is an essentially unretouched original, while the view **above** shows typical retouching—note roof becomes grass, relettered locos and Shockoe Mills sign. It was a 1920s version of this view that introduced the pun caption: "Is two over one railroad fare?" The postcard at **right**, dated 1933, is essentially an artwork rendering.

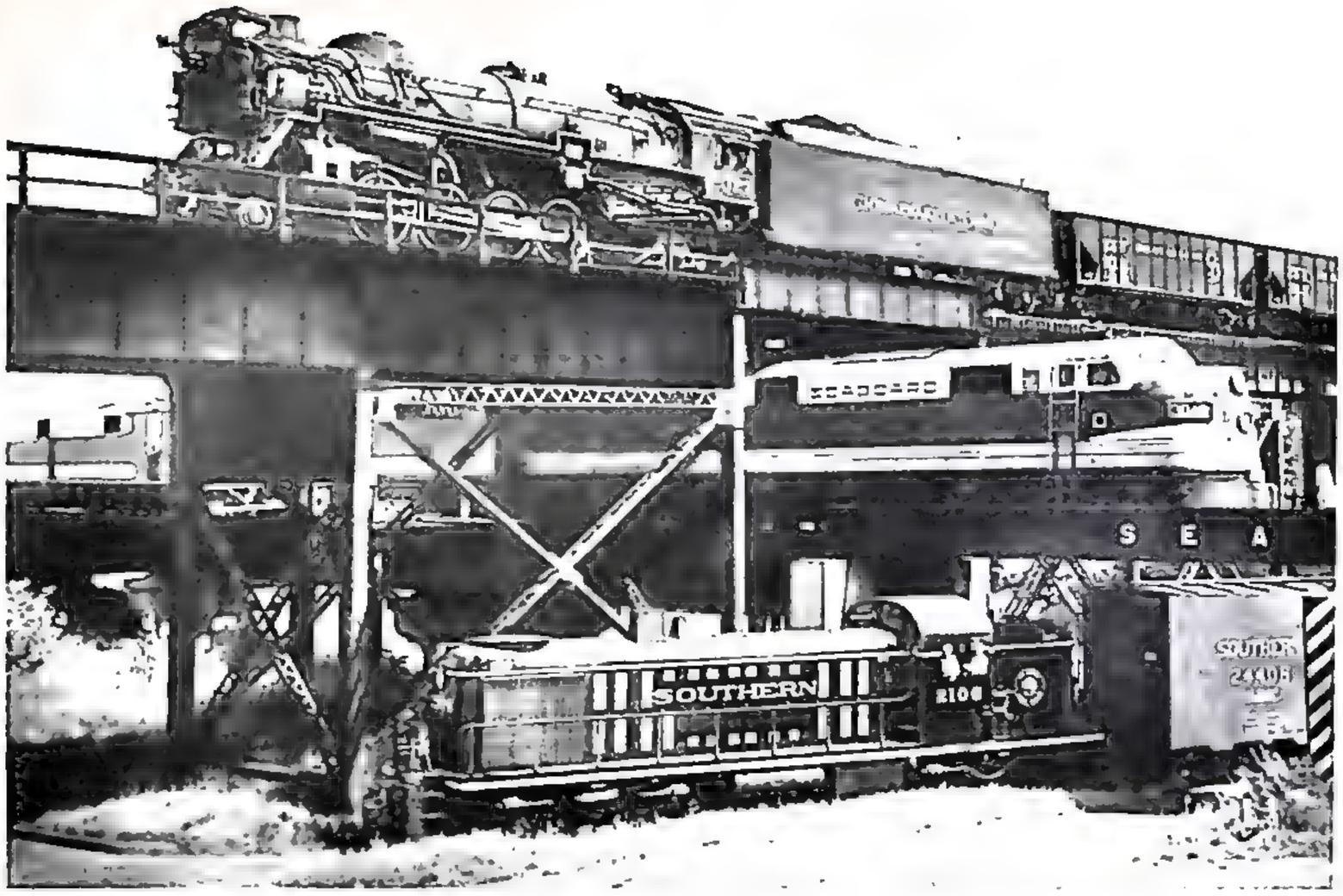
PHOTOS C&O HISTORICAL SOCIETY, DEMENTI STUDIO, EXCEPT AS NOTED

the first known posing of three trains took place in 1906. The resulting scene became a classic of postcard art. The telegraph poles were retouched out of the photo, and the shed roof that provided a platform for the cameras was miraculously transformed into a grassy park—and Shockoe Mills lost its billboard lettering. Again in 1926 steam trains were posed, and again the retouch artists cleaned up the wires and poles.



C&O HISTORICAL SOCIETY

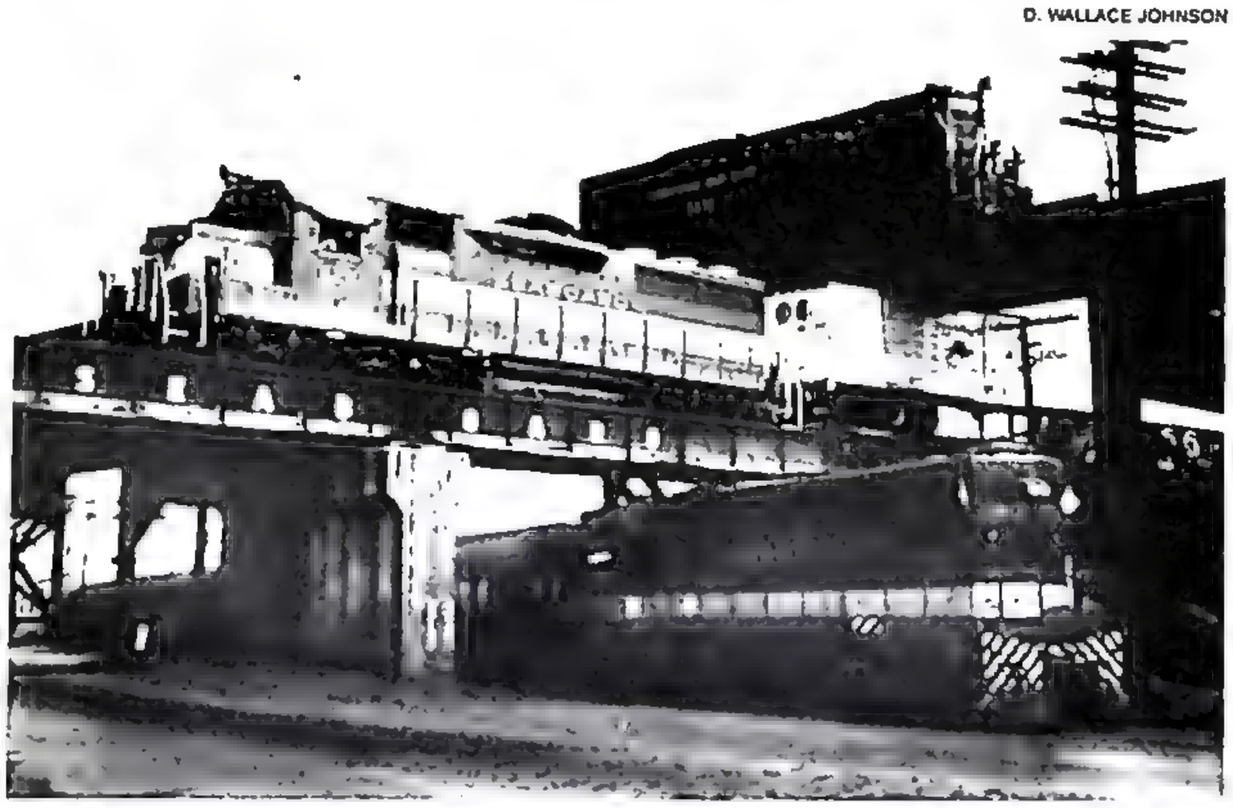





Diesels entered the scene for the next known occasion, with a brand new Seaboard E7 and Southern RS2 posing with a massive C&O 2-8-2 on September 1, 1949. The buildings south of the crossing had been cleared away, and the famous view became more "open." The first all-diesel pose was set up on October 12, 1958, at 3:10 p.m., when the trains were brought together for the patrons of an NRHS excursion train of cabooses and coaches that had come down the RF&P from Washington, D.C. The pose lasted 20 minutes, and an NP boxcar roof provided the elevated view for the bolder photographers.

The southeast quadrant and morning light were used on September 1, 1966, when the NRHS Convention excursion to West Point on the SR paused beneath a shiny Seaboard GP40 and C&O Geep. All previous scenes had been set up for viewing from the southwest.

**SEPTEMBER 1, 1949,** was the first pose recorded on color film, shot by Dementi Studio of Richmond. C&O K-3a 2-8-2 2327 (Alco-Richmond, 1926) was on top, over SAL E7 3048 (April '49) in yellow, green and orange, with *black* SR RS2 2106 (June '49). An NRHS special from Washington, D.C., saw the posing on October 12, 1958 (below), of SR *green* RS3 2032, dark green and yellow SAL GP9 1913, and C&O blue and yellow GP9s 5980 and 6086. Another NRHS convention on September 1, 1966 (right), found West Point-bound SR special on the bottom with GP35 2678 and SAL light green and yellow GP40 622 (June '66) and a razorback pig flat in the middle. C&O GP7 5874 topped things off in this unusual view from the southeast.


D. WALLACE JOHNSON

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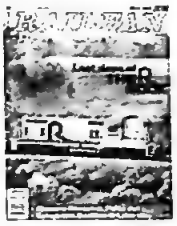

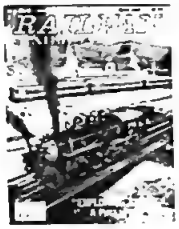
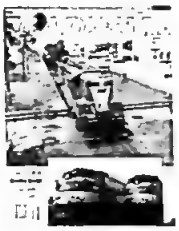

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# NRHS Richmond Convention

by Jim Boyd

ALEX MAYES

The National Railway Historical Society held its annual national convention on July 20-24, 1983, in Richmond, Va., hosted by the Old Dominion Chapter. It was headquartered in the downtown John Marshall Hotel, where a railroadiana exhibitors show was open all week.

The prime convention activities were, however, five fantrips, beginning with a Wednesday bus trip 200 miles west to the Alleghany Central with its ex-CPR 4-6-2 on the former-C&O Hot Springs branch. On Thursday N&W 4-8-4 611 took the "*Blue Ridge Special*" over the C&O's James River line 175 miles west to Balcony Falls. The trip included a double photo runby in the middle of a State Prison Farm and a return home in the teeth of a dramatic thunderstorm with almost constant lightning.

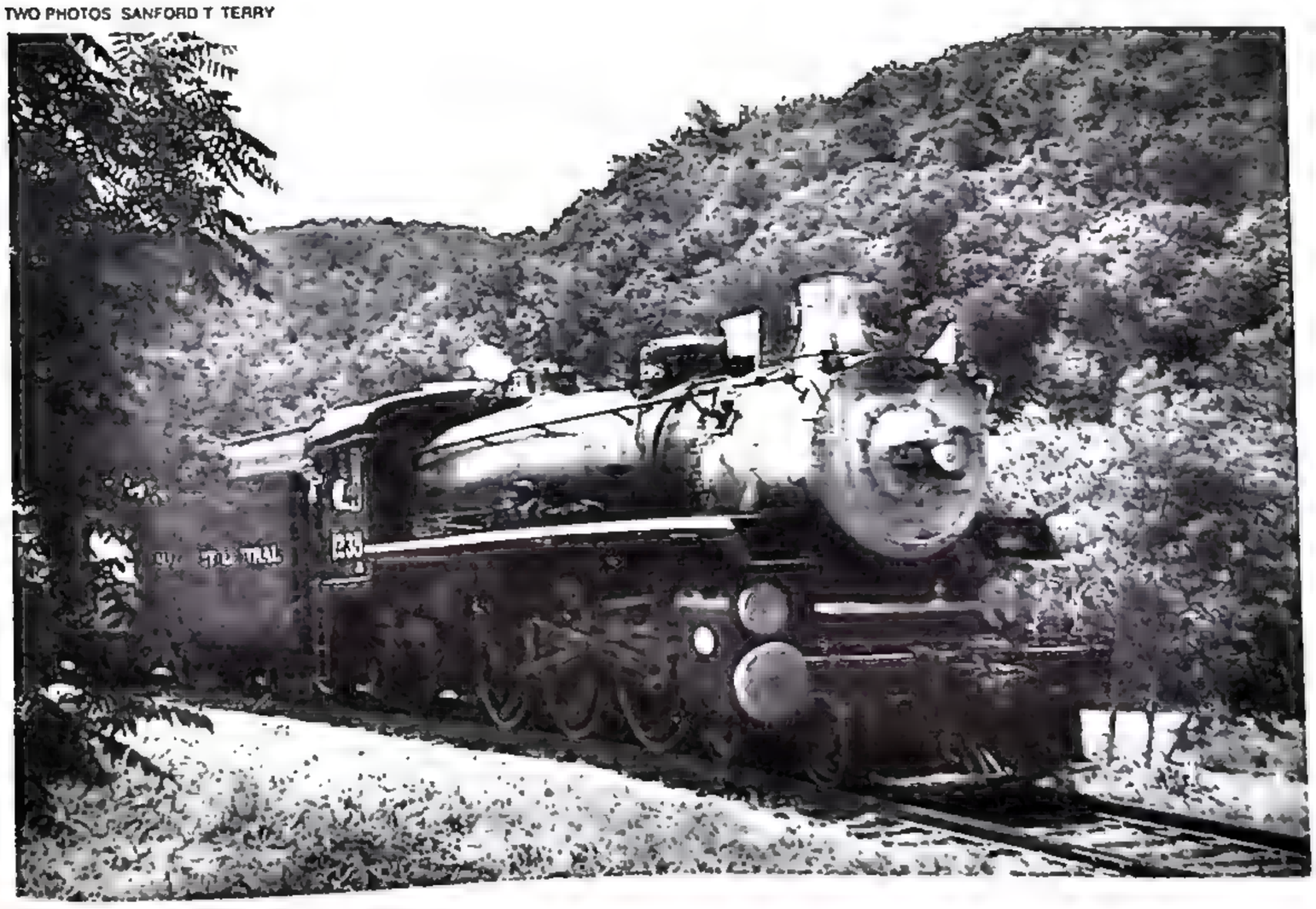
Friday's "*West Point Special*" had the Southern FP7s venturing 39 miles east to West Point, passing under the triple crossing in each direction. The FP7s were coupled behind S&A 4-6-2 750 for Saturday's "Dixie Limited" trip, 73 miles southwestward to Keysville, Va., where an outdoor street fair and Dixieland music greeted the travelers.

Saturday night was the convention banquet in the elegant Old South dining hall of the John Marshall, with CSX Chairman Hays T. Watkins entertaining everyone with his after-dinner talk. Sunday wrapped things up with the 611 making a run to Norfolk and back.

PHOTOGRAPHY JIM BOYD, EXCEPT AS NOTED

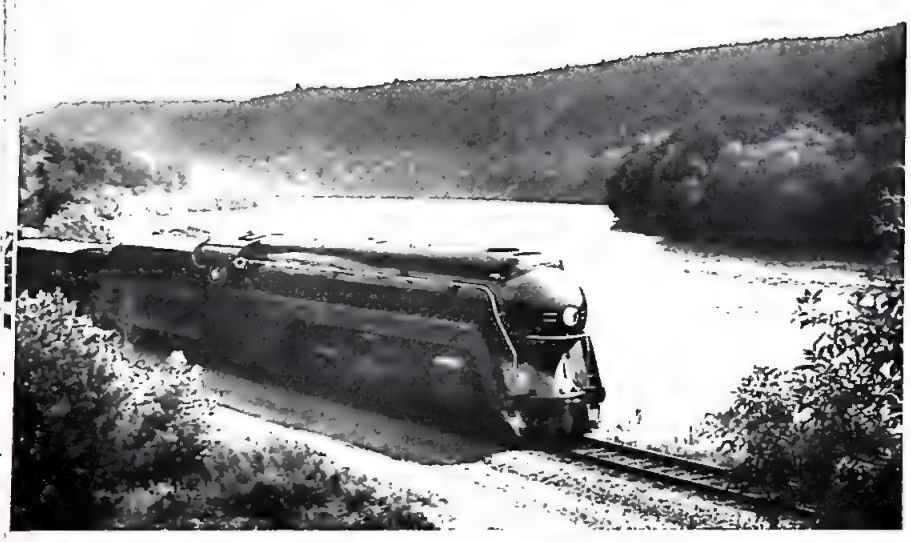
**PRE-CONVENTION ACTION** included the 750 and 611 doubleheading down the RF&P from Alexandria (top, at Woodbridge, Va.) on Sunday, July 17, and the RAILFAN & RAILROAD triple crossing night shot on Tuesday.

TWO PHOTOS SANFORD T TERRY



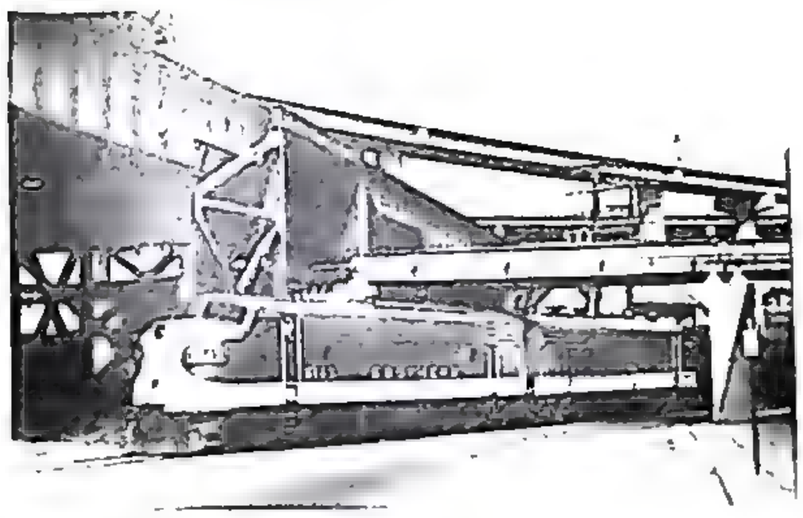
**THE FIRST** fantrip of the convention was a bus trip to the Alleghany Central for an excursion behind ex-CPR G5 1238. AC President Jack Showalter (r) paused to talk with George Hart, the man who bought the G5s from Canada and sold them to the AC.

N&W J 611 was moved from RF&P's Acca Yard midday Wednesday to C&O's Fulton Yard, passing en route the remains of C&O/SAL Main Street Station (above), now being made into an open-air market. Thursday morning the 611 pulled the *Blue Ridge Special* west over the triple crossing (right) and out the C&O James River line and through Blue Ridge Gorge (below) to Balcony Falls, with its depot between the two main lines.



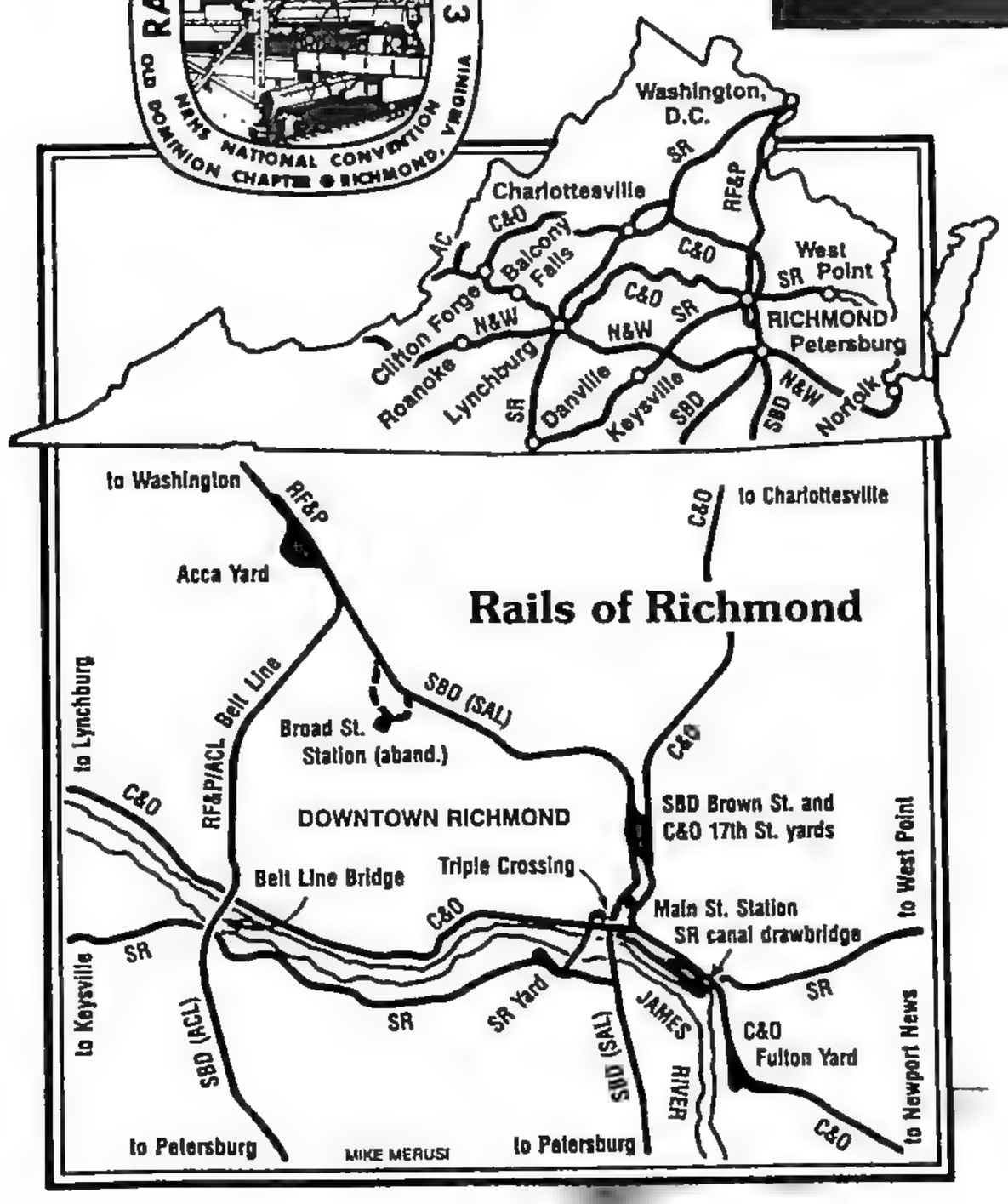
SOUTHERN'S GREEN AND GOLD FP7s took Friday's *West Point Special* on a leisurely 78-mile round trip to West Point, Va., on the SR's branch that serves a large paper mill. They traversed a small rolling lift bridge over the James River & Kanawha Canal (right, eastbound) and a beautiful old swing span over the Pamunkey River (below, westbound) on the historic line.

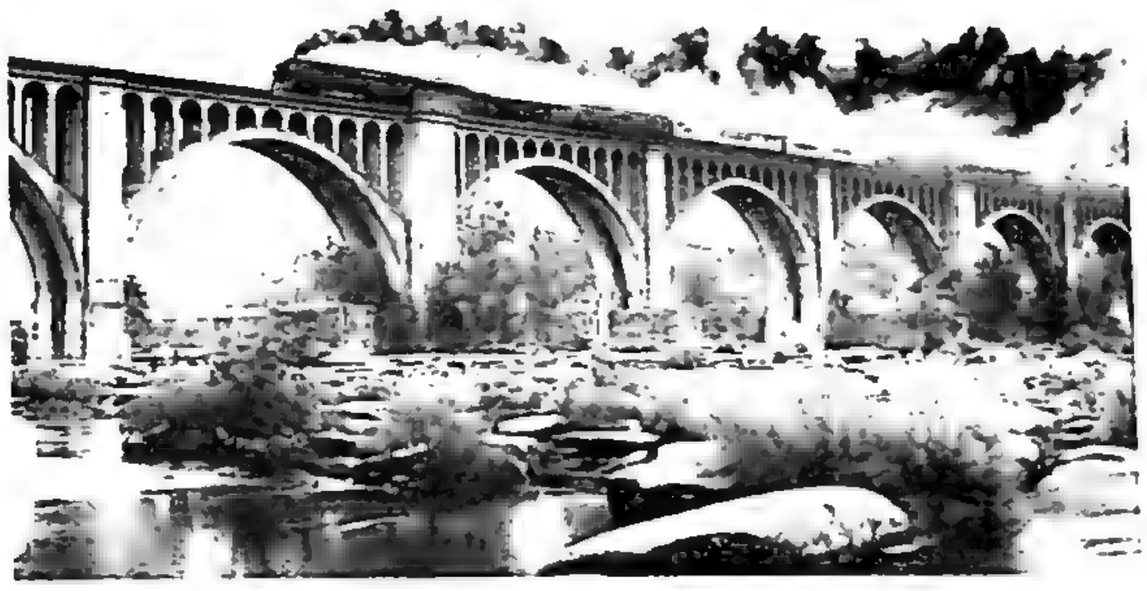
KERMIT GEARY, JR



**THE FP7S ROLLED** under the triple crossing returning from West Point; three minutes later, an SBD freight passed.

**THE *DIXIE LIMITED*** on Saturday had S&A 4-6-2 750 double-headed with the FP7s for the run to Keysville; they passed beneath the ACL Belt Line Bridge heading west in the morning light.



**THE *NORFOLK CANNONBALL*** rolled across the ACL Belt Line Bridge on Sunday morning looking very much like the N&W streamlined 4-8-2s that were regulars on the Petersburg-Richmond trains. They did a double photo runby (below) at Poe Siding on the N&W.

# TRANSIT CURRENTS

## Houston votes "no" on rail transit

Saturday, June 11, 1983, saw the defeat of the bond issue referendum that was to provide the means to pay for construction of the proposed rail rapid transit system in Houston. Despite the fact that Houston is being strangled in its own automobile traffic, only about 10% of the eligible voters in the 1,275-square-mile area now served by the Metropolitan Transit Authority bothered to vote. The $2.35 billion bond issue was to build the 18.5-mile initial stage of the rail project and to increase the number of buses in service to 850 by 1990. The initial rail line was to be the first part of a 94-mile rail system.

The Metropolitan Transit Authority has decided not to attempt another bond referendum at the November city election. In the meantime, Houston Transit Consultants, a group to be involved in the planning, engineering and construction, have been demobilized. In Congress, the House Appropriations Committee slashed the recommended federal aid for Houston's rail project to $5.5 million from an original $110 million. General Manager Alan Kiepper recommended to the Board that Metro's $139 million contract for 130 rail cars not be cancelled immediately, pending more study of transportation plans. However, the contractor developing the rail cars is to cease work and not commit any additional money for the present.

The campaign in opposition to the bonds for the rail system was considered by local observers to be a dirty one, marked by half-truths and untruths. While no one knows exactly why the referendum failed, one thing appears clear: Many voters thought that additional taxes would be required to pay off the 30-year bonds to be issued. In truth, the existing one-cent sales tax for transit that has been collected in Houston for about five years would be used for bond retirement; there was no increase in taxes in connection with the referendum.

While it is back to a somewhat tattered drawing board, Metro will attempt to discover why its bond proposal lost so soundly.

On a somewhat happier note, up in the Dallas area, 21 cities in the metropolitan area had agreed to participate in the August 13, 1983, regional transit referendum. The Dallas city manager and representatives of the Dallas Central Business District Association visited Toronto in order to experience the vigor that exists in a downtown in which mass transit is strong. Meanwhile, some residents of the northern part of Dallas are questioning the presence of an elevated railway in their area and threatening to block light rapid transit development in that part of the metroplex. Even so, support appears to be growing for the proposed rail system, despite the Houston debacle.

With federal and state aid, Dallas and Fort Worth will receive sufficient funds to buy the Rock Island railway line between Dallas and Fort Worth. The tracks pass immediately to the south of Dallas/Fort Worth Regional Airport. It would be possible to run diesel-powered commuter trains along the line within two years, according to officials of the Dallas Area Rapid Transit group.

Information for this item came from Tormaine Thompson, Vance Nichols and Lawrence C. Sandberg. Tormaine Thompson corrects the March 1983 TRANSIT CURRENTS by indicating the the proposed line was to run from West Belt over the old SP rail line to Simonton and Westpark and parallel to the Southest freeway east of Hillcroft to east of Montrose Boulevard (not Market Street), then run along Main Street and through downtown to Cross Timbers on the north side.

### South Shore: End of old cars

The Northern Indiana Commuter Transportation District expects delivery of the last eight of its new interurban electric cars in Michigan City around August 8, 1983. Given about a month to accept the cars, the last of the old 1920s-vintage South Shore cars should be phased out around Labor Day. Some of the old cars may find a home with the National Park Service for eventual reuse in the National Lakeshore Park through which the South Shore operates, though just how the cars will be used is a question that remains to be answered.

A portion of the South Shore track through Gary is about to be elevated in conjunction with new ramps being constructed for the Indiana Tollway and the erection of a new multi-modal terminal for Gary. The new Gary station will be elevated and the lower levels of the terminal will provide room for local and intercity buses. According to the plan, enclosed elevated walkways will link the multi-modal terminal with a large parking facility and Gary's new Genesis Center convention facility.

On the east end of the South Shore line, an engineering report is due to be delivered soon concerning the extension of the South Shore into the Michiana Regional Airport at South Bend. The report will provide information on the cost of the extension. The new airport terminal already contains space for the South Shore trains, and a long freight spur comes within 60 feet of the airport property. At the moment, barring unforeseen circumstances, it appears more a matter of *when* the extension will be made than *if* it will happen.

### Transit education

In the past year I have received a large number of letters from people inquiring about transit careers and where to get an education for such careers. The list of names and addresses given below should be helpful. There are good jobs available today in transit for those with the necessary education in management, planning or engineering. It also helps mightily if the tyro transit manager has some practical transit experience. Some of the academic programs to be mentioned below have been successful in placing students in summer internships where practical experience in transit can be gained. All of them have an excellent track record in placing students in the transit industry.

What follows is the name of a person to contact and the address of a school that offers education in the mass transit field.

Professor Nigel H. M. Wilson
Department of Civil Engineering, Room 1-153
Massachusetts Institute of Technology
Cambridge, MA 02139

Professor Vukan R. Vuchic
Department of Civil and Urban Engineering
The University of Pennsylvania
Towne Building
220 South 33rd Street, D-3
Philadelphia, PA 19104

Professor John C. Spychalski
Department of Business Logistics
509 Business Administration Building
The Pennsylvania State University
University Park, PA 16802

Professor John W. Fuller, Director
Institute of Urban and Regional Research
N246 OH
Oakdale Campus
The University of Iowa
Iowa City, IA 52242

Professor G. J. Fielding, Director
Institute of Transportation Studies
University of California, Irvine
Irvine, CA 92717

Professor Jerry B. Schneider
Civil Engineering
121 MoreHall, FX-10
University of Washington
Seattle, WA 98195

Professor George M. Smerk
Transportation Department
School of Business
Indiana University
Bloomington, IN 47401

While none of these programs specifically provides education for electric rail transit, education in transit is the first step, along with some practical experience, toward any desired career in the urban public transportation field.

It has been my experience that young people can move up the ladder rather quickly in transit management. Transit management salaries, while not bad, are typically not as

**PLEASE SEND** traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

BY GEORGE M. SMERK

high as for positions of similar responsibility in other transportation fields.

How many job openings there are, and the rate of progress a person can make, will depend upon the state of the economy and the level of commitment from federal, state and local sources of funds for transit improvement and the development of first-class mass transit services by all modes.

## A PCC is forever in Philly

Ten million dollars in material and labor will be spent on rebuilding 62 of the 1947 and 1948-model PCC cars owned by SEPTA in Philadelphia. The complete rebuilding process is expected to add at least twelve more years to the life of the cars. The reason for the rebuilding is to enable SEPTA to increase trolley service in Philadelphia as well as act as backup to the new Kawasaki light rail vehicles on the city routes.

Car No. 2779 was the prototype for the rebuilding process; after refurbishment, it was extensively tested on the streets of Philadelphia. The original equipment manufacturers' specifications and blueprints were followed for wiring circuits. Some of the subsystem equipment, power contactors and relays have been updated to the current state of the art. New devices include a type of linebreaker, a set of circuit breakers to feed the equipment control (to eliminate the problem of fuse changing), and a new type of door emergency switch. Other devices include a 100% replacement of power contactors. The terminal board and wiring termination were moved from the front end of the car and housed in an electrical box behind the driver's seat to lessen wiring problems and fire risk in the case of a head-on collision. New wiring throughout the cars is the best quality for today's needs and is a tough, flame-resistant construction. The motorman's seat is new and is of the Kawasaki LRV type for superior working conditions. The prototype car was rebuilt at Cortland shop.

This was sent by N. R. Seidelmann.

## Flashes

From **Edmonton**, Brian Sullivan writes that the new Edmonton Convention Center contains North America's first new funicular incline railway in many years. The Convention Center is located on the cliffside between downtown Edmonton and the river below. The machine was built by Von Roll-Habbegger (a Swiss firm), and the design is by the local firm of B. James Wensley.

By May of 1983 the first new light rail rapid transit car for **Buffalo** had arrived in the U.S. from Yokohama and was being tested at the U.S. DOT test track at Pueblo, Colorado. At Pueblo it will undertake tests for braking capacity, noise levels, vibration, ride comfort and electro-magnetic interference. The second car will be shipped directly to Buffalo after testing in a climate control chamber in Yokohama. The vehicles were to be put on public view in early July 1983.

Steve Scalzo writes from Chicago that ridership continues to decline on the RTA and CTA. Twenty-five percent of commuter rail ridership has been lost as a result of a 100% increase in fares in 1981.

In **Vancouver**, British Columbia, British Columbia Electric Railway Car No. 153, a 38-passenger streetcar of 1910 vintage, may be placed back into service under the aegis of the North Vancouver City Council. The body is apparently in rough shape but generally intact. Trucks, brakes and running gear have been stripped away, but there seems to be enough left for hope.

According to Port Authority Transit, the first trolleys and light rail vehicles will run in the new **Pittsburgh** subway by Thanksgiving Day 1984. Construction of the subway is on schedule, and the 1.1-mile cut that has been made in downtown Pittsburgh is in the process of being covered up. A half-size prototype of the new light rail vehicles was on display in downtown Pittsburgh in the middle of June 1983. Our good Pittsburgh correspondent, Jim Cerny, sends the information.

In **Miami** the first of the 20 Metro rail stations was dedicated on May 2, 1983. Following the dedication, attendees boarded the first Metro rail train to carry the public; indeed, several runs were necessary to accommodate the large crowd. The South Miami station, along with eight others along the ten-mile south line, are expected to begin service in December 1983. The 21-mile Metro rail stage one operation is expected to be completed in December 1984.

In **Atlanta**, MARTA is on schedule in its construction of the next piece of the north-south rapid transit line to be opened. Around Christmas 1984, nine additional miles of track will be added to the present 16-mile system, and five new rail stations will be opened. On the north line, Lindbergh, Lenox and Brookhaven stations are scheduled to be open and, in the south, Oakland City and Lakewood/Ft. McPherson should also be open to greet Saint Nick.

Bob Oliver sends some news from **St. Louis** concerning a proposal for a regional light rail streetcar system through Universal City into Clayton. Five different alternative alignments were discussed at recent hearings. Two alternatives placed the tracks in a tunnel, and two proposed to carry tracks on elevated structures over Forest Park Parkway; in all the possibilities, there was considerable at-grade operation. People in the communities are concerned about disruption from the construction of such a system.

From **Seattle**, Bill Stanley writes that the first anniversary of the Seattle Waterfront Trolley was held on May 28, complete with a cake. There are $331,000 in claims against the streetcar operation due mainly to bankruptcies of several contractors. Again, the fact that the project was carried through is due to the dogged persistence of City Councilman George Benson.

Bill Stanley sends word that members of the Metro Council in **Seattle**, against the wishes of a majority of the Seattle city council and the mayor, rejected the city's proposal for a transit mall on Third Avenue. The mall was to have been a first step in major transit improvements in downtown Seattle, which would include an expansion of the trolley bus system and, potentially, construction of a light rail line.

In **Boston**, the Massachusetts Bay Transportation Authority has announced that the Blue Line rapid transit service between Orient Heights in East Boston and Wonderland in Revere will be closed to train service from June 18 until September 9. The reason is the $10 million track improvement program. New rails, ties, power wire and electrical substations are being installed, and MBTA management felt that the operation would be less costly and accomplished more quickly if the rail service was shut down completely while the work is being done. An intense shuttle bus service will be offered between Orient Heights and Suffolk Downs, Beachmont, Revere Beach and Wonderland to replace rail service.

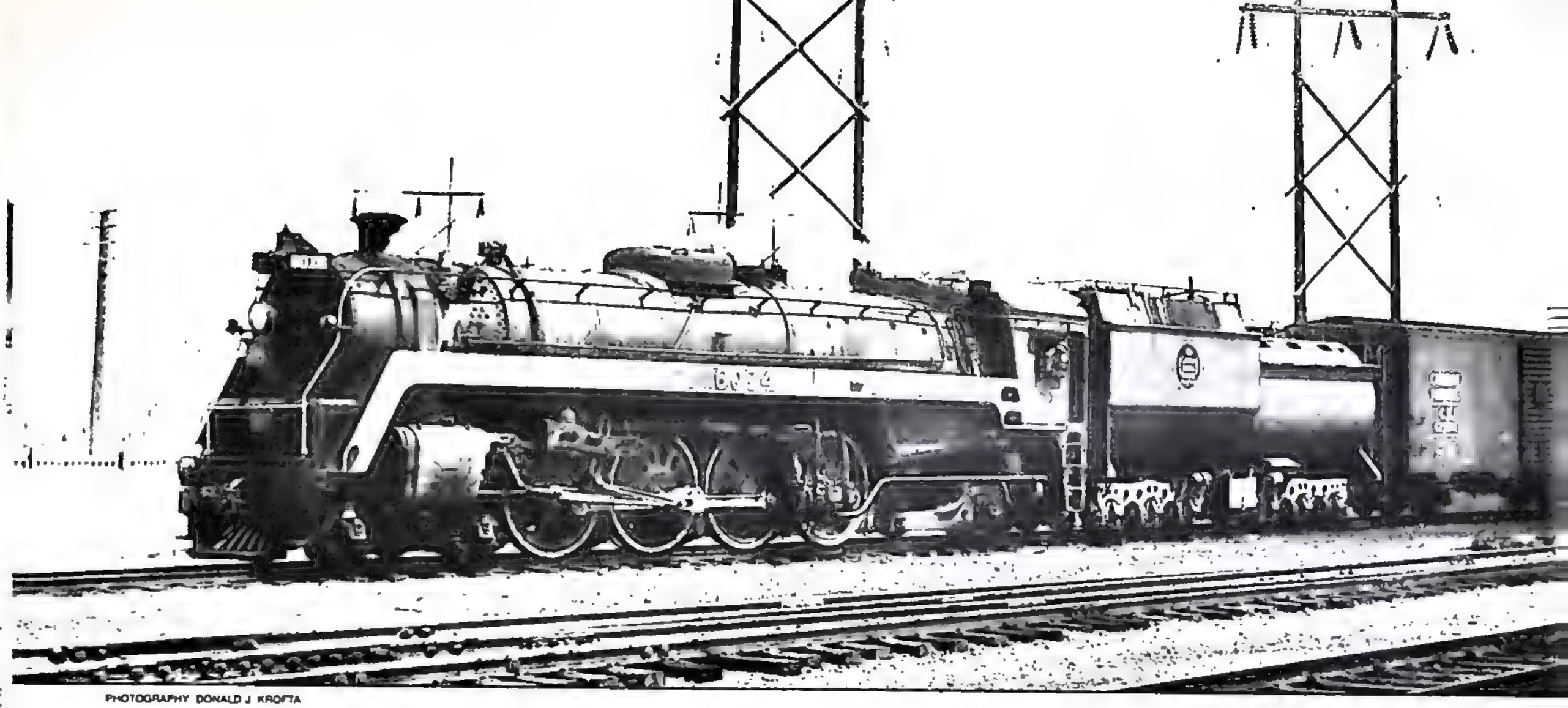
From **Chicago**, Steve Scalzo informs us that service on the Lake/Dan Ryan line will be distrupted on the Lake portion while track work is done. Track, ties and ballast along two-and-a-half miles of track between Laramie Avenue in Chicago and Harlem Avenue in Oak Park will be worked upon. The el will continue to run during the rush hours for about three hours at each peak. Also in the Chicago area, planners are discussing rail service in a new commuter corridor toward Munster and Dyer in Indiana. Eventually, the South Shore may be the operator. The chances of service being offered in the near future are remote.

Major renovation and reconstruction is to take place on the **Illinois Central Gulf** commuter railroad stations at Homewood, Ivanhoe, Riverdale and Flossmoor. In the same general area of Chicago, representatives of the Calumet Region planning boards have begun discussion whether or not there should be commuter train service from the Calumet region to the Loop.

With the completion of re-electrification of the former Lackawanna commuter service from northern New Jersey still delayed until the middle of 1984, new diesel-powered, air-conditioned coaches began to provide service beginning June 9 with the new Comet II cars purchased to accommodate future ridership growth on the Raritan Valley Line and the North Jersey Coast Line. The information was provided by Roger Hammond.

From Perris, California, the **Orange Empire Railway Museum** reports that work will soon begin on partial refurbishment and repainting of Pacific Electric No. 418. This is a Pullman-built car that began life in 1912 as No. 334 on Southern Pacific's Oakland-Alameda-Berkeley suburban electric lines. The erstwhile Interurban Electric Railway died in 1941, but No. 418 was shifted to southern California to carry defense workers. The car was used in regular revenue service down to the last day of red car operations on the Long Beach Line, October 9, 1961.

From Des Moines, Iowa, Alan Kline writes that the Old Des Moines Railway car barn, long a landmark of the city, has been demolished. A cafeteria is to be built in its place. A number of car barns have been recycled in many ways. After the Metropolitan Transit Authority moved into a new bus maintenance facility in 1978, an effort was made to turn the old car barn into a shopping center; it was, unfortunately, unsuccessful.



PHOTOGRAPHY DONALD J KROFTA

# Portage la Prairie: 1959

A search for steam led from the DM&IR to a Manitoba junction for CNR and CPR action in June 1959. **by Donald J. Krofta**

The setting sun was far to the north as it cast its fiery glow over the vast extent of the Duluth, Missabe & Iron Range yards in Proctor, Minnesota. A cold and gusty northwest wind was accompanying the sun's final rays as I watched the dancing shadows of a slowly-moving inbound iron ore drag. A maroon and yellow SD9, number 171, was the power for a switching crew on the north end, while down in the yard were seemingly endless cuts of loaded ore cars, some with yellow cabooses still attached.

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With this interesting information—and since I had never filmed any further west in Canada than Sudbury, Ontario—I opted, as a final destination, for the important railway junction town of Portage la Prairie, Manitoba, located 55 miles west of Winnipeg on the main transcontinental lines of the CNR and CPR. While on the way, during a brief stopover in Proctor, Minnesota, my side-kick, Jim Hawk, and I were checking out some rumors that the DM&IR was using a few steam locomotives on an "as needed" basis. With all the steam power appearing to be stored serviceable on this late Sunday evening, I was thinking that the rumors we had heard were just that: rumors.

The next morning everything changed. Under an intensely bright north country sun, the huge Proctor yards took on a new and invigorating flavor. The variegated hues of the loaded iron ore cuts, sitting side by side under our walk-bridge vantage point, were especially impressive as I gazed up through that tremendous yard that was bordered on each side by the light green springtime grass and topped by a deep blue sky. But the excitement was down at the coaling tower, where we could see several engines under steam including a massive 2-8-8-4, number 234. There were also two 2-10-2s, 503 and 504, each powering a light section (engine and caboose) up through the yard. Their crisp, white exhaust in the early morning coolness looked great through the viewfinder of my H-16 16mm motion picture camera. I was initiating this new camera which I had purchased a month earlier to replace my original Royal 16mm that was just about worn out from heavy filming on the New York Central, Nickel Plate and Baltimore & Ohio. (Because I was concentrating on movies at this point in the trip, I have no still photos to illustrate this portion of my narration.)

Talking to some railroaders passing us on the walk-bridge, I soon learned that 234 had just been brought out of storage and was scheduled for service that afternoon on an empty drag north. Considerable time was spent by roundhouse personnel checking out the big Yellowstone and performing the necessary service. This included several passes from the coaling tower down to and under the walk-bridge where we could get a good look at this awe-

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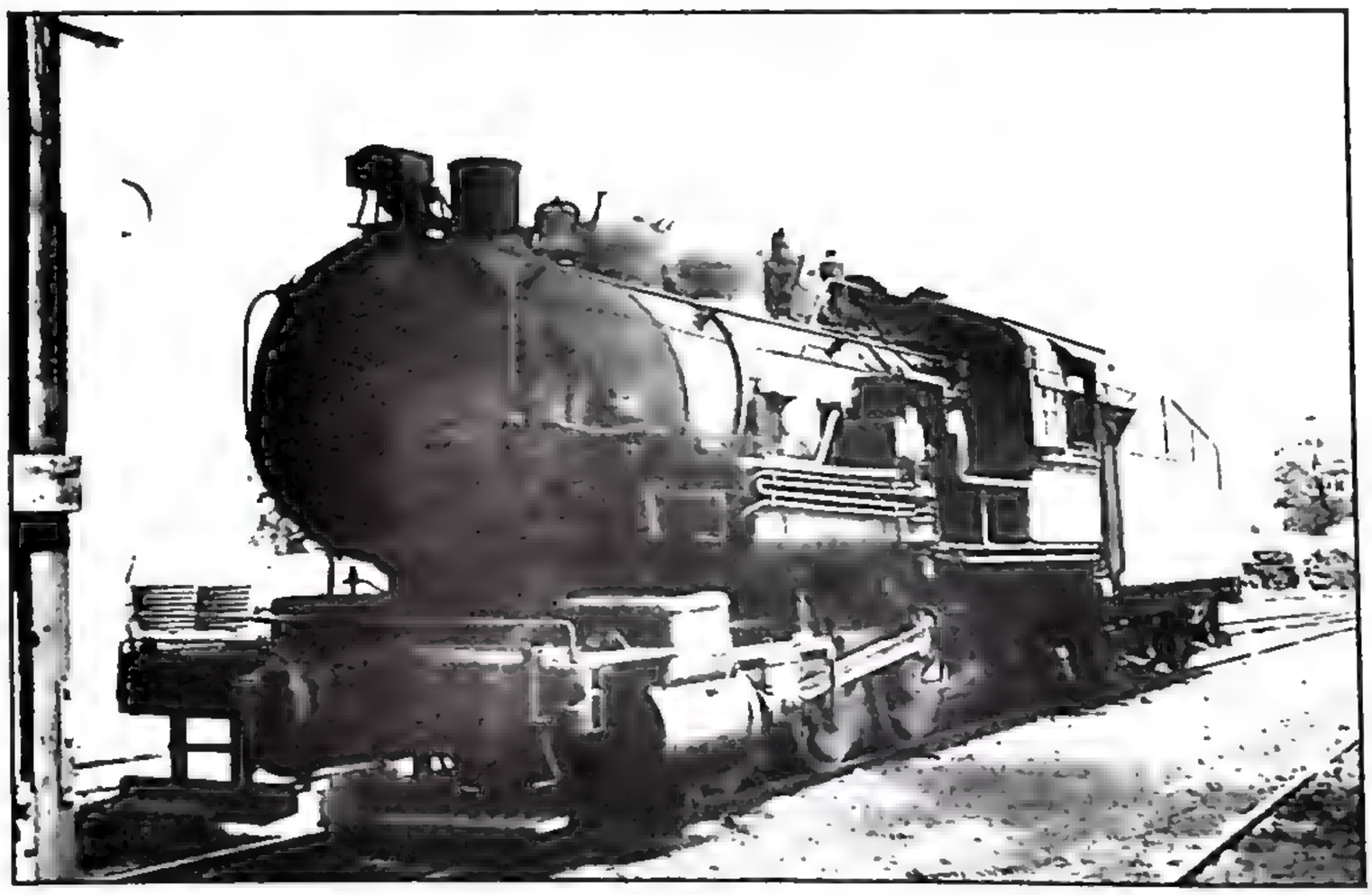
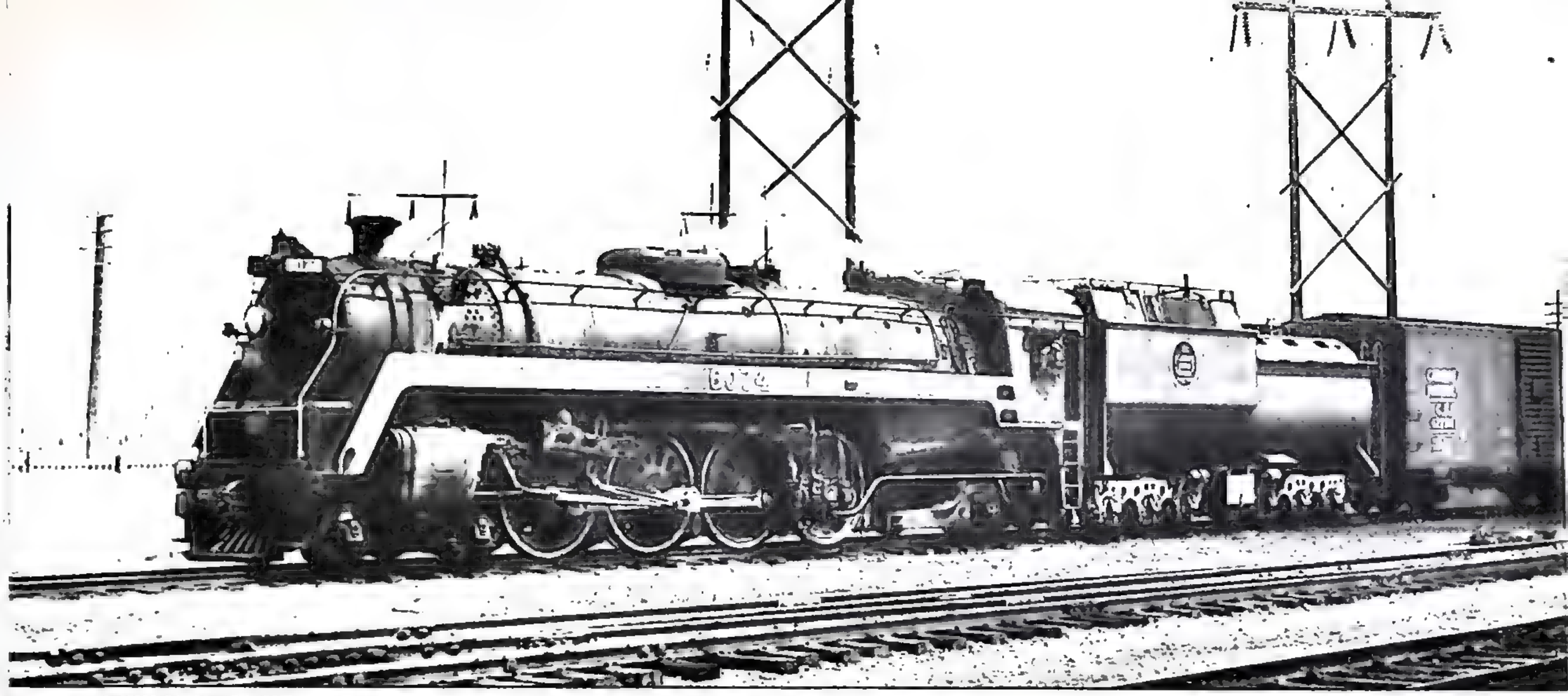
Still buzzing about this tremendous locomotive, Jim and I were again on the way to Canada in my two-tone green 1958 Chevrolet. Why I didn't elect to follow the 234 north for additional film coverage, I'll never know. With only a short 8½-day vaction, I guess we thought we might run short of time north of the border, and there were just too many different classes of steam locomotives running up there to risk missing because of a time problem. About sundown I stopped at Iron Junction, ten miles south of Virginia, Minn., just in time to see an ore drag with another set of Great Northern diesels: an F3A, F7B, and F7A.

North out of Virginia the next morning, the sky was cloudy as we crossed the Messabi Iron Range. Intermittent rains followed. Ninety-eight miles further, we arrived in International Falls on the Canadian border. The rain had stopped about twenty miles back, and we now had a hazy sun. Anxious as I always am to get customs out of the way, I promptly headed for the international bridge that spans the Rainy River. An open trunk lid, a few questions and the usual look of astonishment when hearing that we were in Canada to see and film their steam locomotives, the customs officer sent us on our way and—*wow!*—here we were in Fort Frances, Ontario. It didn't take me long to find the railway yard. A Canadian National 0-6-0 was shoving a Duluth, Winnipeg & Pacific caboose into one of the yard leads as we arrived. With a slope-back tender similar to the one we'd seen in Cloquet, CNR 7320 busied herself switching the yard as I happily recorded on film—both black & white stills and 16mm color movies—the first of many Canadian steam locomotive classes that we would see in the next few days.

Westward from Fort Frances, I



**THE LURE** of 4-8-2s on manifests like the 6074 (opposite top) at Portage la Prairie on June 25 was what this 1959 trip was all about, but the first Canadian steam encountered was CNR 0-6-0 7320 at Ft. Frances, Ontario (below) on June 23. It was reminiscent of the day before with Duluth & Northeastern 0-6-0 30 at Cloquet.



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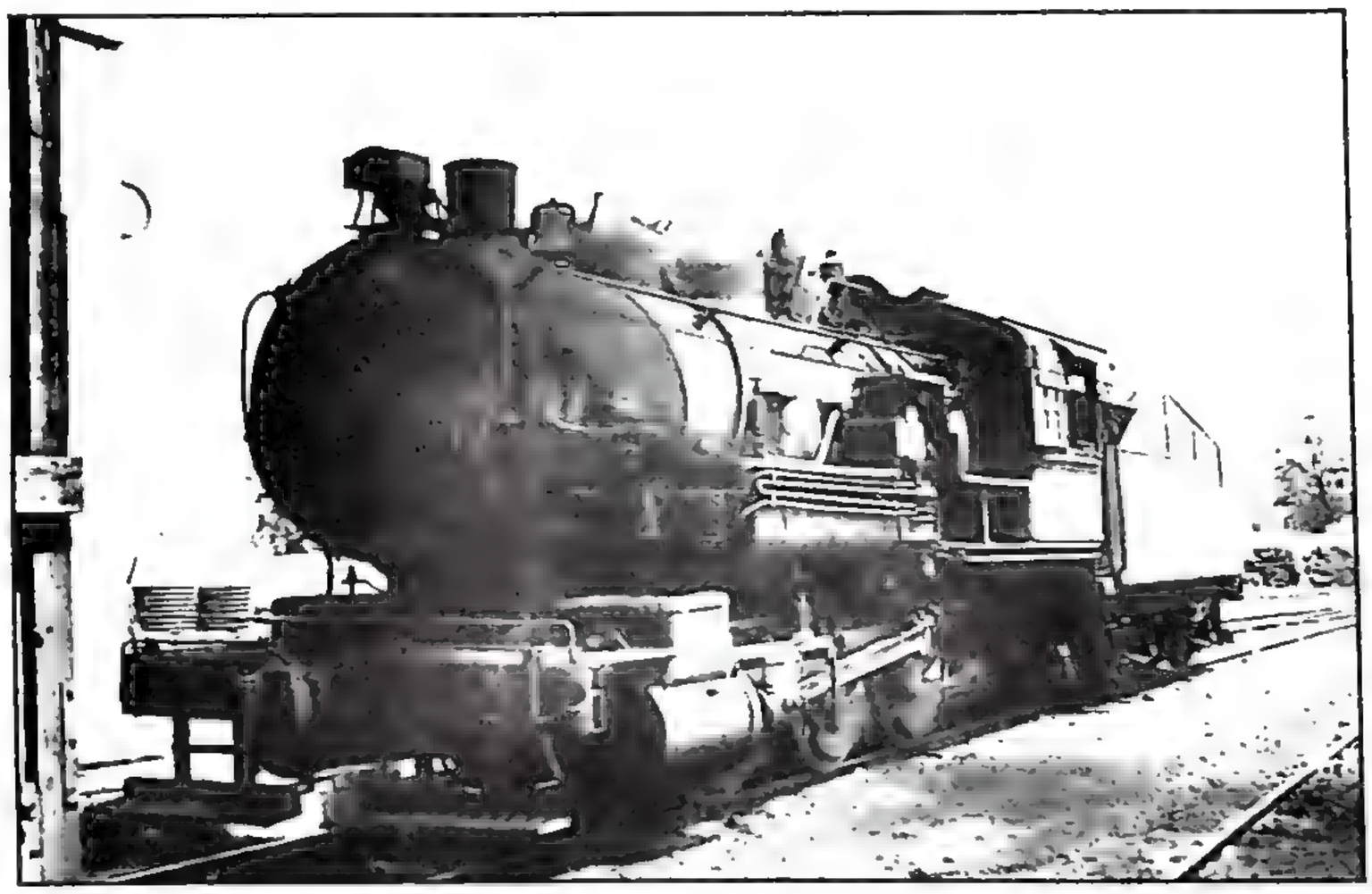
Arriving in Saginaw, we were treated to a DM&IR southbound ore drag with a pretty A-B-A set of Great Northern FT diesels on the point. Missabe caboose C-210 brought up the markers, and we hastily departed for Proctor, hoping that we hadn't missed the northbound Yellowstone. We were in luck. After a short wait, with the gusty north wind whipping the tall grass along the tracks north of Proctor yards, the 234 in all her polished splendor went by with clean white exhaust, double sets of side rods thrashing up and down, and followed by that huge 14-wheel tender. You can bet that I had the H-16 grinding away on this one.

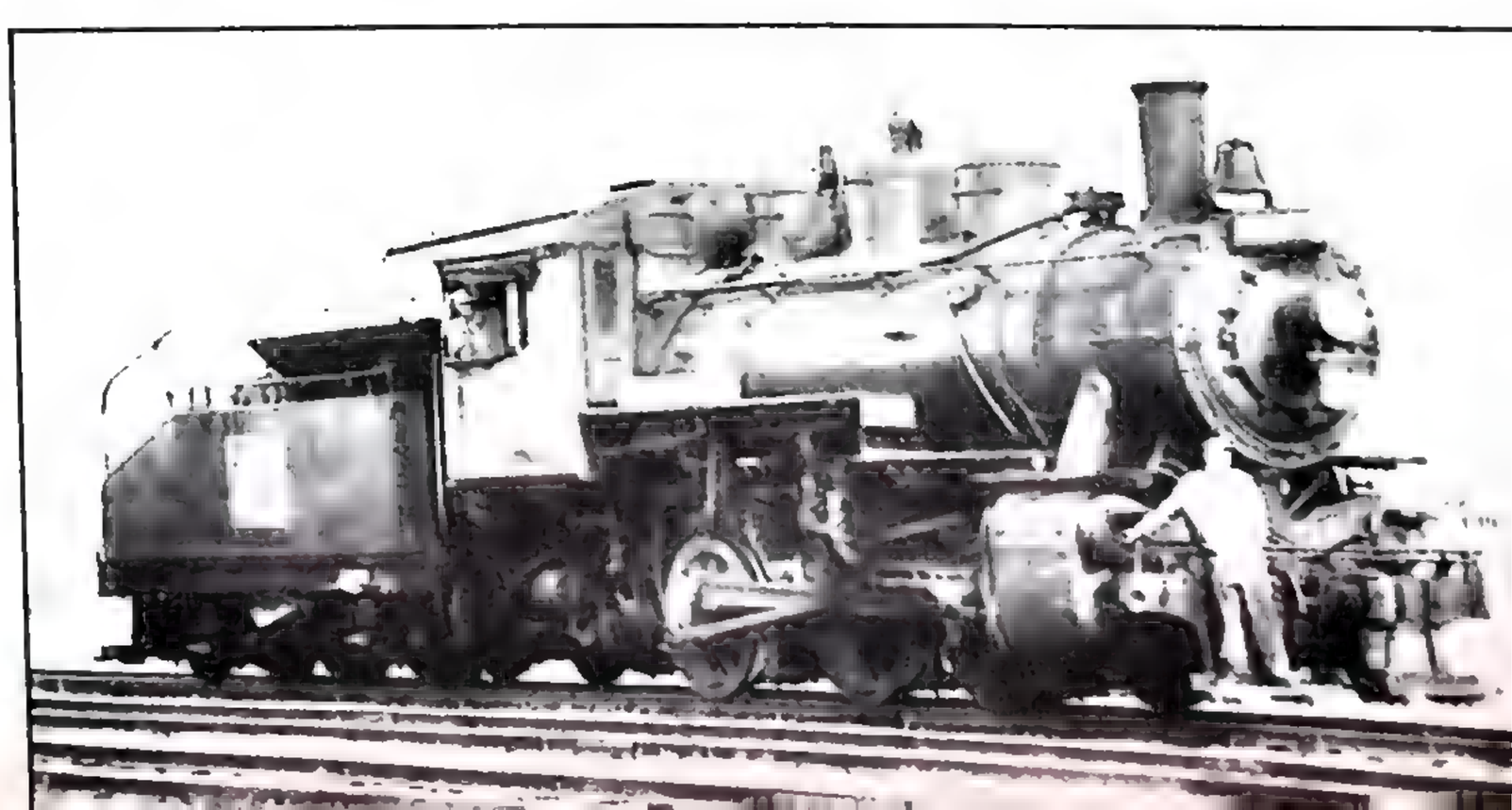
Still buzzing about this tremendous locomotive, Jim and I were again on the way to Canada in my two-tone green 1958 Chevrolet. Why I didn't elect to follow the 234 north for additional film coverage, I'll never know. With only a short 8½-day vaction, I guess we thought we might run short of time north of the border, and there were just too many different classes of steam locomotives running up there to risk missing because of a time problem. About sundown I stopped at Iron Junction, ten miles south of Virginia, Minn., just in time to see an ore drag with another set of Great Northern diesels: an F3A, F7B, and F7A.

North out of Virginia the next morning, the sky was cloudy as we crossed the Messabi Iron Range. Intermittent rains followed. Ninety-eight miles further, we arrived in International Falls on the Canadian border. The rain had stopped about twenty miles back, and we now had a hazy sun. Anxious as I always am to get customs out of the way, I promptly headed for the international bridge that spans the Rainy River. An open trunk lid, a few questions and the usual look of astonishment when hearing that we were in Canada to see and film their steam locomotives, the customs officer sent us on our way and—*wow!*—here we were in Fort Frances, Ontario. It didn't take me long to find the railway yard. A Canadian National 0-6-0 was shoving a Duluth, Winnipeg & Pacific caboose into one of the yard leads as we arrived. With a slope-back tender similar to the one we'd seen in Cloquet, CNR 7320 busied herself switching the yard as I happily recorded on film—both black & white stills and 16mm color movies—the first of many Canadian steam locomotive classes that we would see in the next few days.

Westward from Fort Frances, I



THE LURE of 4-8-2s on manifests like the 6074 (opposite top) at Portage la Prairie on June 25 was what this 1959 trip was all about, but the first Canadian steam encountered was CNR 0-6-0 7320 at Ft. Frances, Ontario (below) on June 23. It was reminiscent of the day before with Duluth & Northeastern 0-6-0 30 at Cloquet.



**THE TRAIN ORDER OFFICE** at Pacific Junction sits between the north (to the right) and south CNR main lines from Winnipeg to Portage la Prairie. The operator has just hooped up orders to a steam-powered north line westbound on June 24.

stopped in Emo, Ontario, to photograph CNR Geep 4242 which was displaying green classification flags and holding the main for an apparent meet with a westbound. We then proceeded north for over 100 miles of wilderness and lakes. I drove through only a few towns and settlements—their names alone can give you a north country feeling: Finland, Nestor Falls, Crow Lake, Sioux Narrows, Longbow Lake and Kenora, where we finally saw a railroad again. Located at the north end of the vast Lake of the Woods, Kenora is on the transcontinental main line of the Canadian Pacific. We rested for awhile by the double-track main, but, sadly, no trains went through. Westward from Kenora I drive into the Whiteshell Forest Reserve at the Manitoba provincial line, and by supper time we were approaching the city of Winnipeg, capital of Manitoba.

After putting up for the night—and since the sun was still high in the sky—we set out to see as much of the railroads as possible. During June the extra daylight hours this far north are a big help in stretching out a short railfan vacation. Regretfully, there wasn't time enough to search out the Canadian Pacific, and it was too late in the day to get papers for a visit to Canadian National's huge Transcona Shops, so we settled for the CNR's Fort Rouge engine facility and adjoining yards. Along with many classes of smaller engines, 4-8-2s were the most numerous. While visiting with several railroad employees, I learned that a good place to trainwatch the CNR was out at Pacific Junction on the west side of Winnipeg. Since getting good motion pictures of steam was my chief objective at that time, I was eagerly looking forward to the next morning when I would hopefully get some good action scenes at this busy junction.

The next morning broke with a bright sun and deep blue sky. The thrilling anticipation of spending the next few days train-watching and filming the big Canadian transcons got me up with the birds. I didn't exactly have to throw Jim out of his bed either, since he, too, was up-and-at-'em, cleaning the lens on his 2¼ × 2¼ slide camera. After a quick load-up of the car and attending to the delightful task of our morning bacon and eggs, we set out to find Pacific Junction using the directions obtained the night before at Fort Rouge. Fully expecting to find an elaborate interlocking tower, I was positively amazed to find what appeared to be a mere boxcar sitting between the two east-west mains that come together at this point and run side by side into Winnipeg. There was a door and a window in the east end and large bay windows protruding out on each side where the boxcar doors apparently had been. A simple set of crossovers connected the two mains, and when queried about the all-new signalling, the operator explained that the company was currently installing CTC that would eventually eliminate this quaint train order office.

After getting acquainted with our new Canadian friend, the annunciator bell range, and a quick glance out the south bay window revealed the headlight of Extra 6067 East. The first of many Mountain type engines that we would see in the next few days, the 6067 was one of the last series of U-1 Mountains purchased by CNR. At a pretty good clip, the big 4-8-2 rolled by Pacific Junction at 8:23 a.m. on this, the 24th of June, 1959. It was interesting—and even quite surprising—to note that the original "Bullet-Nosed Betty" conical smokebox cover had been removed and the conventional CNR front end appearance substituted. This included elevating the number plate from the lower grille-work up to and under the headlight, elevating the illuminated number boards from aside the headlight to the top of the smoke box on each side of the bell, and lowering the classification lights from their upper location to the headlight level and mounted on the grab rails. These changes made the 6067 look more massive and certainly handsome in her original green paint, capped stack and Vanderbilt tender with the pretty CNR circular maple-leaf herald centered on the flat, upper side panel. The operator mentioned that, to his knowledge, all of the 6060 series engines in use west of Winnipeg had had their front-end covers removed; probably for easier maintenance, he speculated.

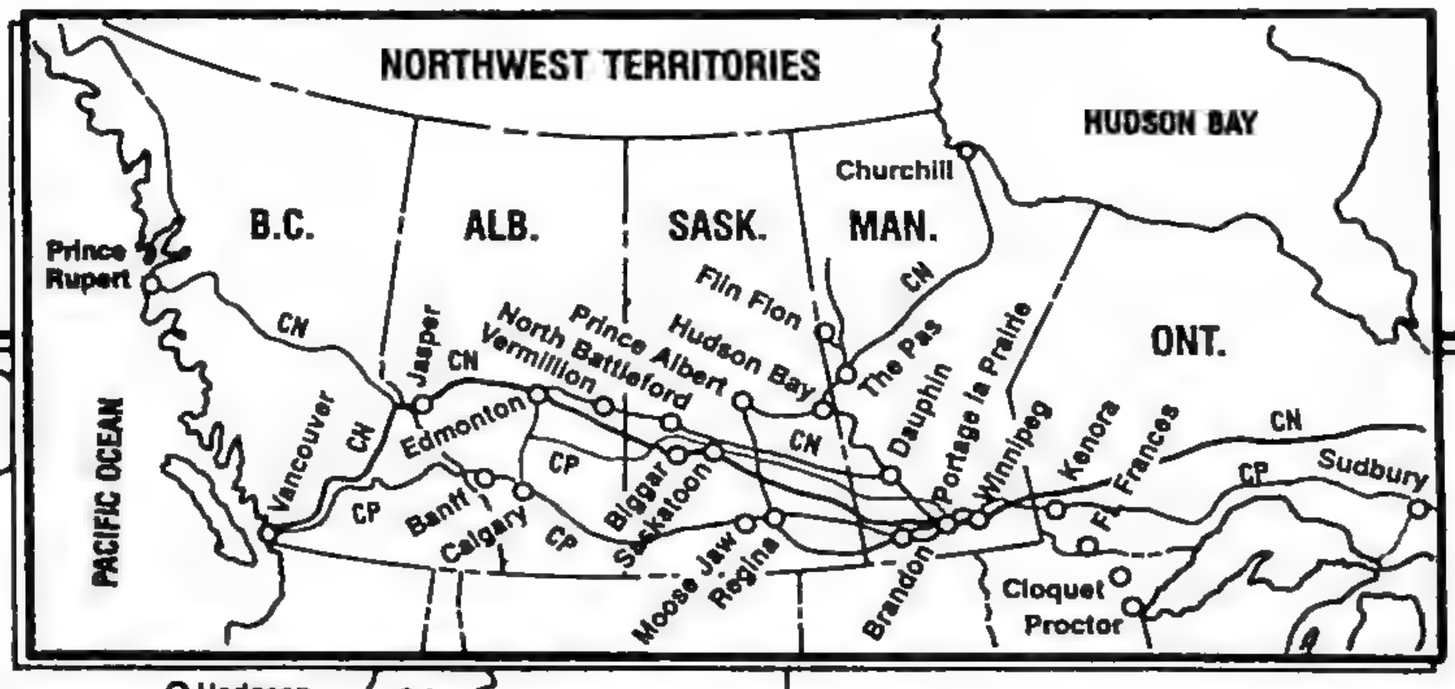
Amazingly, we never saw another train for over two hours until westbound passenger No. 47, bound for Muir, Man., departed on the south track at 10:30 a.m. behind a clean Ten-Wheeler, number 1389. Ten minutes later, Pacific 5612 on Number 17, bound for Somerset, Manitoba, crossed over and also departed on the south main. It's interesting to note that the 5612 was an oil burner, and her sister locomotive, 5611, that I had put on film three months earlier in Stratford, Ontario, was a coal burner. Mountain 6050, an older vintage but a sharp looking 4-8-2, roared by Pacific Junction on the north main at 12:35 p.m. with a heavy consist on Train 63 bound for Dauphin, Manitoba, and points north clear to The Pas and Flin Flon. Twenty minutes later the Extra 6075 East hit the bell on the south main. Another 4-8-2 with the smokebox nose cone removed, the 6075 was highballing for Winnipeg with a cut of head-end stock cars. An hour went by before the Extra 3596 West pulled up and stopped at the signal on the north track. A short time later the 2486 East appeared on the same track. Through the crossover the big Consolidation gently swayed and highballed east on the south track. At 2:05 p.m. the big Mike with a heavy train departed on the north main followed closely by the Extra 2129 West, a smaller and quaint-looking 2-8-0.

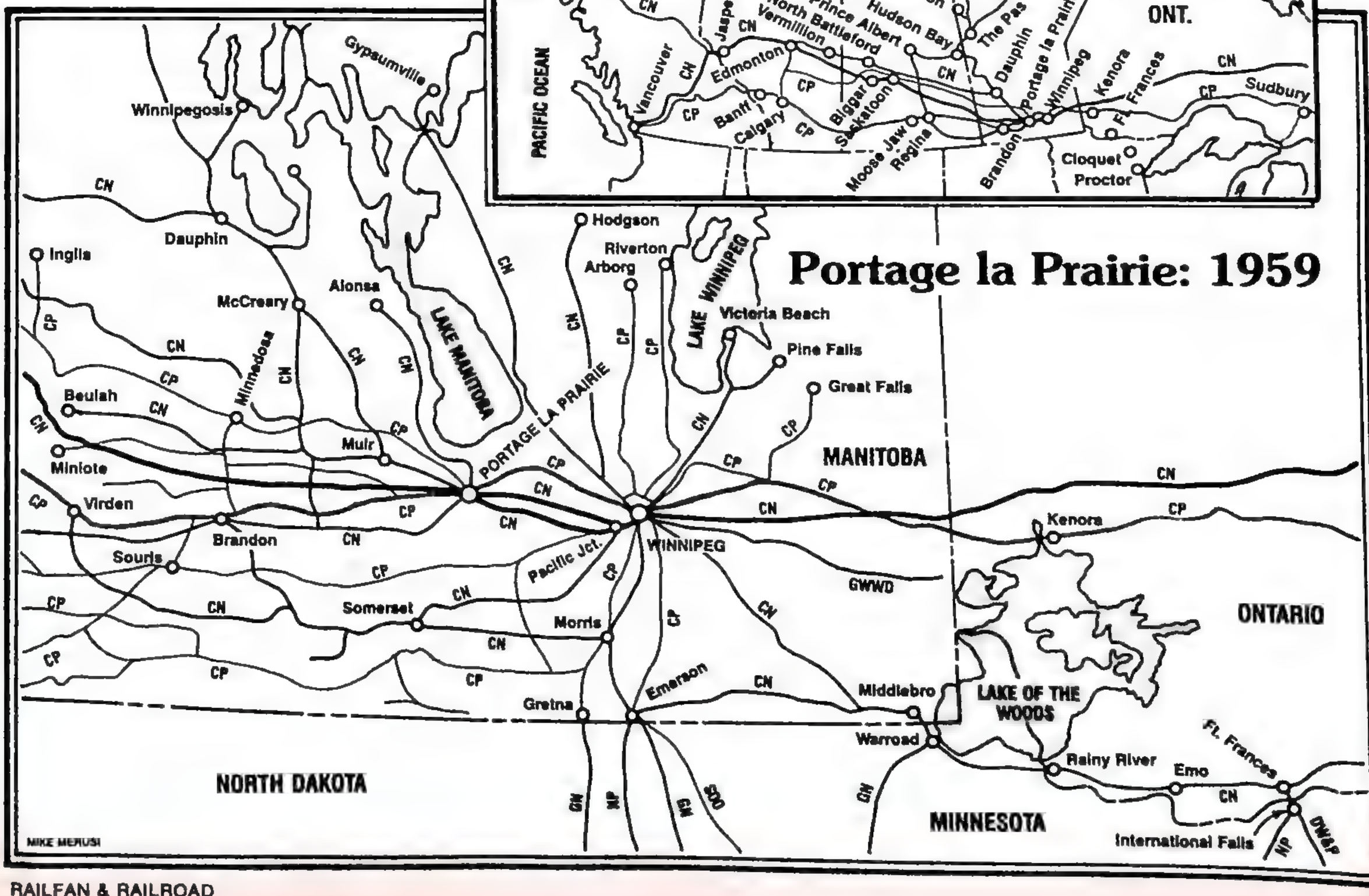
By three o'clock it was time to depart this old-time train order office that I knew I would never see again. After bidding farewell to the operator, who was most kind and helpful, we grabbed a bite to eat and under a deeply over-

cast sky headed west on the Trans-Canada Highway, Manitoba Route 1, for our final destination, Portage la Prairie, Manitoba. The highway followed the northerly CNR main, and before long we caught up with a westbound freight with another 3500-Class Mike on the point. With Jim steeering the car, I was able to get some motion picture footage of engine 3577 with a delightul prairie background. The sky was dark with lower under-handing white clouds while I continued to shoot this typical CNR steam-powered freight both from the car and at lineside as we chased it for over 50 miles to the east Portage yard limit.

After getting our lodging settled for two nights in Portage la Prairie, we immediately set out to get acquainted with the layout of the two big Canadian transcons as they parallel east to west on the north side of town. The Canadian Pacific's double-track main is north of Canadian National's and curves southwestward to cross the CNR's main tracks in west Portage. Another CPR line runs out of Portage to Edmonton, Alberta, while the main line goes to Brandon, Regina, Moose Jaw, Calgary, Banff National Park and the West Coast. A myriad of lesser lines branch off and connect most of the Canadian prairie and mountainous West. The same can be said for the Canadian National out of Portage la Prairie. The map indicates that three single-track main divisions carry the big railway west from Portage out across the prairie to the Rocky Mountains and Pacific coast. The southern-most line runs to Brandon and Regina, then northward through Saskatoon all the way to Prince Albert, Saskatchewan, with inter-connecting lines westward from Regina to Calgary. The middle division runs direct to Melville, Saskatoon and Biggar, Sask., and through to Edmonton, Alberta. The northern-most line goes to Dauphin, Man., where it divides with the upper line running to Hudson Bay and Prince Albert, Sask. At Hudson Bay this line connects with the northeastern wilderness line to The Pas, Flin Flon, McClintock and Churchill, Manitoba. The lower line out of Dauphin runs direct to Canora, Humboldt and North Battleford in Saskatchewan, then on to Vermilion, Edmonton and Jasper, Alberta, through to the Pacific coast at Prince Rupert and Vancouver, British Columbia. Returning to Portage la Prairie, the CNR has a branch that runs north to the Lake Manitoba town of Alonsa. The western main lines converge in east Portage with two of the tracks continuing east to Winnipeg. These lines were formerly the Grand Trunk Pacific and Canadian Northern Railways.

Several tall grain elevators are always in view in the depot area, giving you a wide-open prairie country feeling. Although we were on the move between



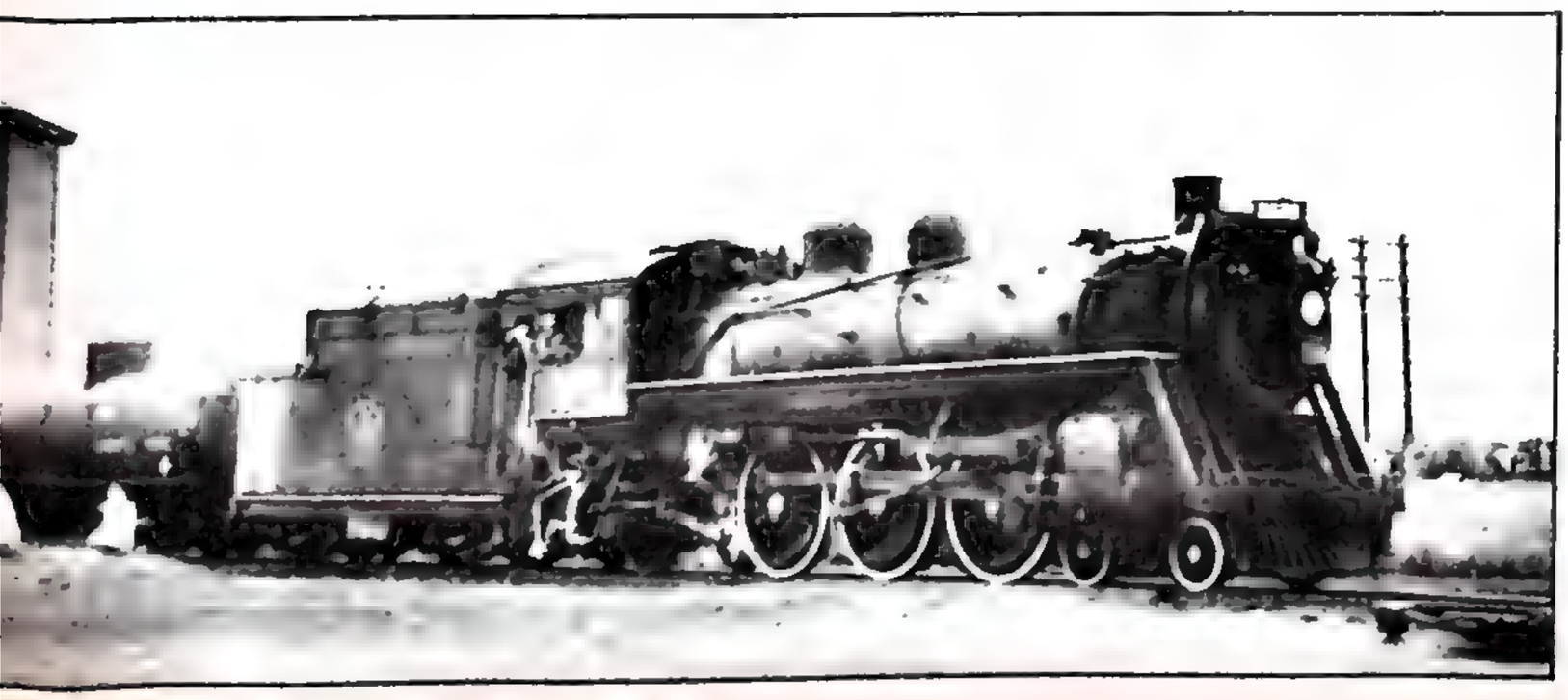
**EXTRA 3577 WEST** provided pacing action westward from Pacific Junction toward Portage la Prairie, where the highway follows CNR's north main—the Belpaire-boilered Mike was a companion for 50 miles! Arriving at Portage, the action continued with CNR 4-6-2 5620 heading for Winnipeg (below) from the east side in the overcast evening.

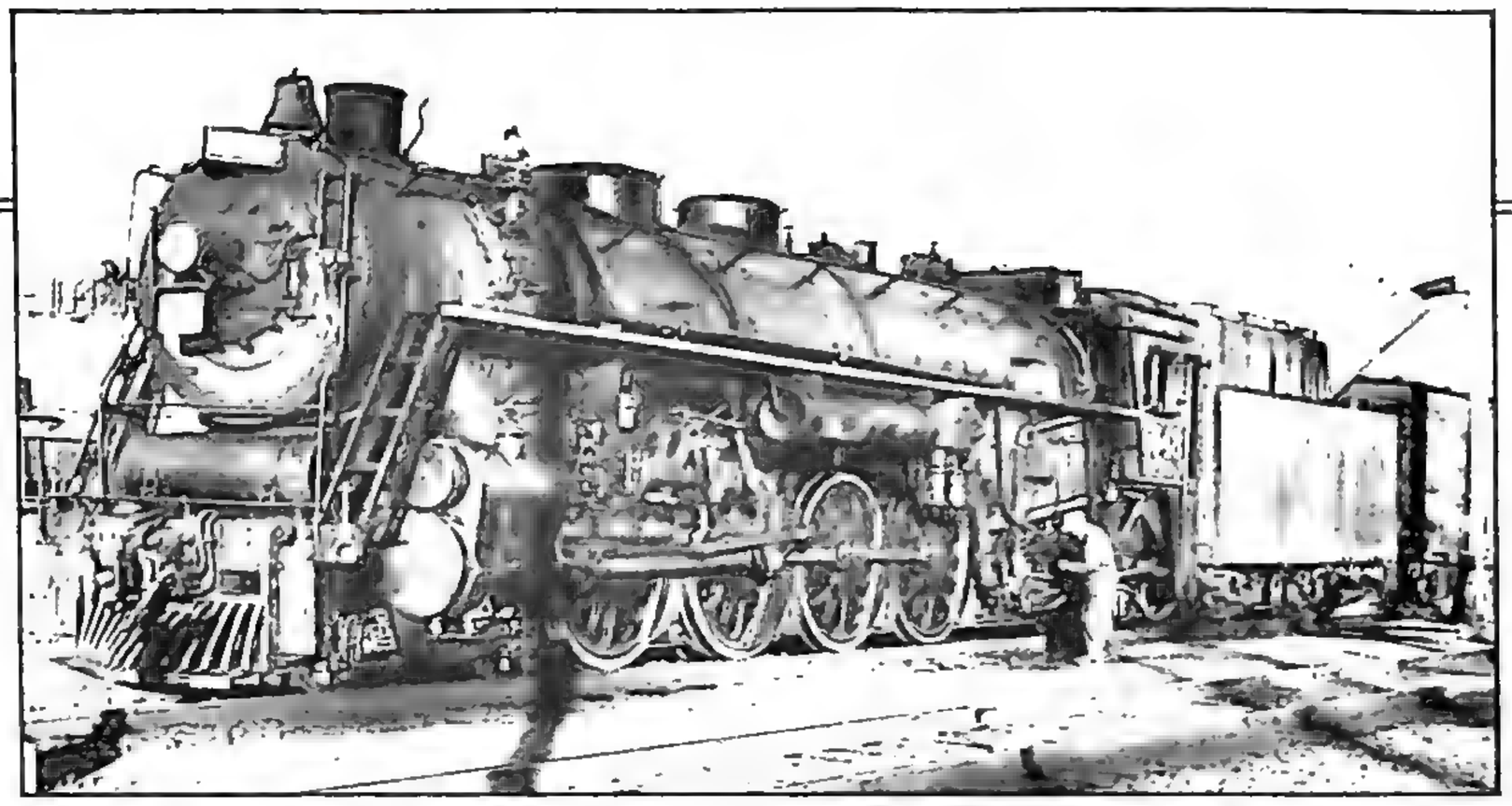
the crossing diamonds in the west end and the coal docks in the east end, we spent most of our time around the depots where we could run back and forth between the two big roads that are about a city block apart. The number of trains, both steam and diesel, that Jim and I saw on that Wednesday evening, all day Thursday and Friday morning—June 24-26, 1959—was almost unbelievable. With the help of my films and photos, I recall enough of the action to give you an idea of how busy this railway junction was near the end of the steam system.

The heavy overcast that we experienced coming over from Winnipeg carried through to sundown. The CPR's Minnedosa way freight with 2-8-2 5221 tied up in Portage just ahead of Canadian National's K-3 Pacific 5620, an oil burner, that stopped in the east end for water before departing for Winnipeg with a surprisingly heavy train for such a light engine. A light rain began falling as the CNR's crack *Continental Limited* arrived late from Vancouver and departed on the south main without stopping in Portage. Darkness was settling in early, but across the western sky a line was forming with the setting sun peeking out just above the horizon. While looking for a restaurant, I got stopped at a crossing just in time to watch CNR Mountain 6050 on an eastbound freight and displaying green signals. What a way to wind up the day.

A magnificent day was breaking out on the Canadian prairie just west of Portage where we finally found an all-night restaurant to get an extra-early breakfast. A morning like this must have inspired the writing of one of my favorite songs, "Daybreak." I had the usual bacon and eggs, but Jim got real brave and ordered pancakes, a *tall* stack. Would you believe five huge cakes, one-half inch thick and at least eight inches across? He got through three of them which surprised me, and to this day I still kid him about those Portage pancakes.

Passenger eastbound No. 10's 903-mile journey from Calgary via Saskatoon, Humboldt, Canora, Kamsack and Dauphin was within 55 miles of being completed as its big U-1 Mountain slammed over the CPR diamond in west Portage. It was 5:45 a.m., and the sun was already shining brightly as the 6048 pulled up for water. I was hoping for a Vanderbilt tank but had to settle for a short, rectangular tender with the round CNR herald centered on its side. The 6048 had outside bearings on the lead truck, Boxpok drivers with Baker valve motion and polished side rods. Following promptly the departure of No. 10 was a westbound freight with Mikado 3539 bound for Dauphin, Man. I followed this heavy 2-8-2 westward in the sight of my movie camera as she smoked her way up past the grain elevators that loomed even taller in the early morning sunlight. The names on the elevators, painted high on their sides and beaming out over the busy railway scene, also seemed more pronounced: Lake of the Woods Milling Co., Portage la Prairie Cooperative Elevators and Five Roses Flour, to name a few. Over on the CPR I could see switcher 11, a diesel with a center cab and side-rod connected wheels. A steam whistle in the west ushered in another capped-stack 4-8-2 on a drag of head-end stock, tank cars and many typical CNR outside-frame boxcars. A straight shot for Winnipeg, she didn't stop for water in the east end.





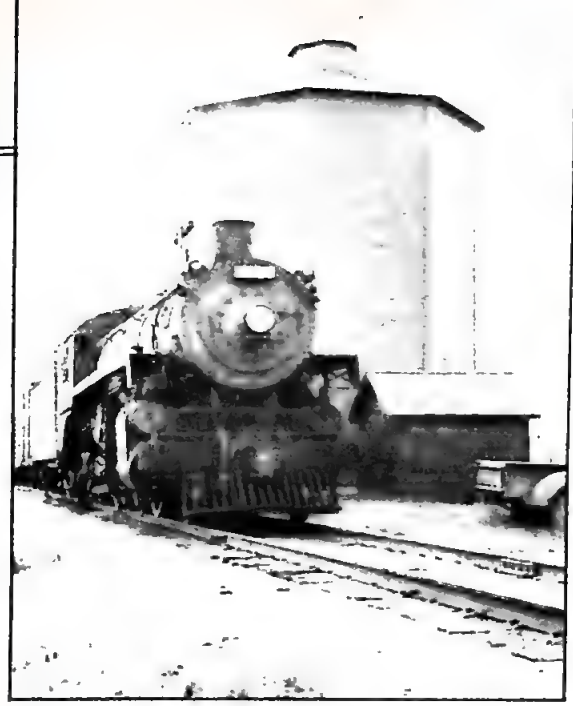
ACTION ON JUNE 25 at Portage included CNR 4-8-2 6048 on No. 10 in the morning, CPR G5 1214 westbound, and CNR 2-8-0 2485 (bottom) in the yard.

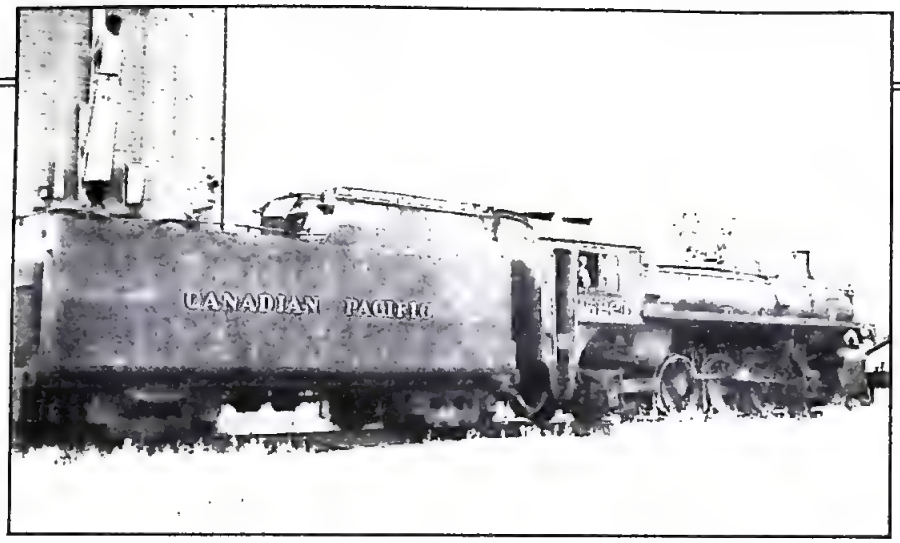
Canadian National's finest passenger train, No. 2, the *Super Continental* from Vancouver, made its daily early morning passage through Portage la Prairie. This first-class transcontinental limited, its gleaming diesels and cars finished in a rich forest green and glossy black with yellow stripes and lettering, consisted of coaches, a dining room refreshment lounge car, coffee shop car, tourist sleepers and many standard sleeping cars.

An eastbound CPR freight with 4-6-2 1214 pulled in next and stopped at their depot water plug. A neat little modern G5b Pacific, she highballed the moment the fireman slammed that tank lid shut. The sky was still a deep blue in the west as CNR 3599 East drifted past the station displaying green signals. When I could see that she was going to stop for water in the east end, I decided to drive out east and get another photo of this pretty Mike with those flapping green flags. After a long delay at the water plug, she finally pulled out, and I was surprised to notice that she was now displaying the white signals of an extra, her schedule apparently running out at Portage.

Returning to the depot area on the double, we found CNR 2-8-0 2486 handling the pick-ups and set-outs before heading west. A nice looking Consolidation with full pilot, front-mounted bell and lighted number boards, this train must have arrived on the south main while we were out east waiting for that Mike to pull out. We also learned that we had just missed CPR No. 2, the crack *Canadian* from Vancouver. Darn it, you just can't get 'em all.

The Canadian Pacific wayfreight to Minnedosa was taking water and preparing to depart behind 2-8-2 5221. We spent quite a bit of time with this move. Oil-burning 5221 was a typically handsome CPR Mikado with a full spoke pilot, all-weather cab and large alligator crossheads. Displaying white signals, she departed Portage with about 15 cars and a wooden caboose with one of those typical CPR extra-high cupolas. A whistle over on the CNR sent me run-






**CANADIAN PACIFIC'S** Minnedosa Way Freight, with 2-8-2 5221, took water from the octagonal tank and then departed westward from Portage la Prairie on June 25.

ning in that direction just in time to film Extra 3527 East on the lower main. After cleaning up the westbound passenger trains—the CPR's *Dominion* from Montreal and the CNR's *Continental*, also from Montreal—Jim and I came to a unanimous decision that it had been a long, long time since that early morning breakfast and that it was time for some hamburgs and french fries.

During the afternoon it got quite windy, and the dust was blowing around from the low humidity that came in from the prairie during the morning hours. Our first afternoon train was another CNR eastbound freight with a 3500 Mike moving through at a good clip. I was surprised to see that it was 3577, the same engine we had chased over yesterday from Winnipeg. The action stopped for about an hour that we pleasantly filled with some catnapping induced by the hot and dry wind through the car. A steam whistle in the east brought our siesta to a sudden end as I grabbed the H-16 and raced over to the CPR tracks just in time to nail 4-6-2 2433 as she slowed for a proceed signal over the CNR diamonds, then highballed up the double track towards Brandon. Although I have never been too fond of the recessed headlights on these big G3h Pacifics, I have always admired their tremendous strength, especially with a freight train.

Another hour or so went by before the action picked up again at Portage. It seems that a meet was developing on the Canadian National as I filmed Mountain 6075 going eastbound by the depot. Noticing some engine smoke out by the coal dock, I immediately drove out to the east end where we found 6075 pulling up for water and facing 6074 West on the same track. "Highball," shouted the fireman as he shoved the spout up, kicked the tank lid shut with that familiar resounding crash and climbed over the top into the cab. With jet black oil smoke suddenly erupting from her capped stack, the big 4-8-2 reluctantly moved off the spot, leaning over slightly and groaning her way through the short crossover to the north main for Winnipeg. Sister Mountain 6074 then pulled up for water as we were leaving for the west end so I could film her in action as she departed on the northern line towards Dauphin.

Returning to the CNR station, I eagerly checked the train board and discovered that No. 48 was due in shortly from Muir, Manitoba. This would be the same mail and express consist that we had seen yesterday at Pacific Juntion on No. 47. With its engine clanging by the tall elevator and bell ringing furiously, 48 pulled up to the water plug and stopped with a shudder. Sure enough, it even had the same engine—H6g 1389, a pretty little Ten-Wheeler if there ever was one. Amid that deafening clapper bell and a highball from the rear, she was off to Winnipeg, kicking up her off-angle eccentric motion and handling with apparent ease the heavyweight coach and M&E cars that looked so big behind that little tender.

When we got back from supper there was an eastbound CNR work train with track equipment ahead of Mike 3540 waiting to push into the yard. With everything quiet in the east end, I drove out to the west end crossing diamonds where we decided to spend the long evening daylight hours. We got acquainted with the section boss who told us that the Canadian Pacific runs more trains at night; thus the decision to finish off the day at the diamonds so we wouldn't miss any of the action on either road. Extremely hot wind off the prairie continued to whip up the dust as we waited for steam activity to resume, especially on the CPR. Instead it reamined a Canadian National show right up until sundown.

Speaking of sundown, the song "Canadian Sunset" always reminds me of that delightful evening over 20 years ago when Jim and I sat in my '58 Chevy and watched the sun sink lower and lower over the Canadian prairie. A diesel horn in the west brought the railway scene back to life with an eastbound freight sporting two shiny new Geeps on the point. The diesels had no more than crossed the CPR diamond when a westbound hotshot was suddenly upon us with Mike 3534 highballing up the Melville line. Next up, after a short pause, was a heavy mail and express train with Mountain 6055 reducing speed for a station stop in Portage.

At about 10:00 p.m., with the sun still shining, we saw our last train of the day. It was a Canadian National westbound hotshot with Mountain 6067 pouring out a steady stream of golden-black oil smoke from her capped stack against a darkening eastern sky. The 6067's sun-drenched smokebox front, along with her sparkling name-number plate under the headlight, was aglow with the setting sun, and her sharp exhaust was shouting loud and clear the lovely slogan appearing on the train's wooden orange caboose inside of a huge green maple leaf: CNR - SERVES ALL CANADA.

Friday morning, June 26, 1959, dawned cloudly but bright. Jim and I were again at trackside very early and in time for No. 10, the big passenger train from Calgary. Mountain 6066 was on the point, and I filmed her out at the CNR coal dock as she was highballing for Winnipeg. Undoubtedly I should

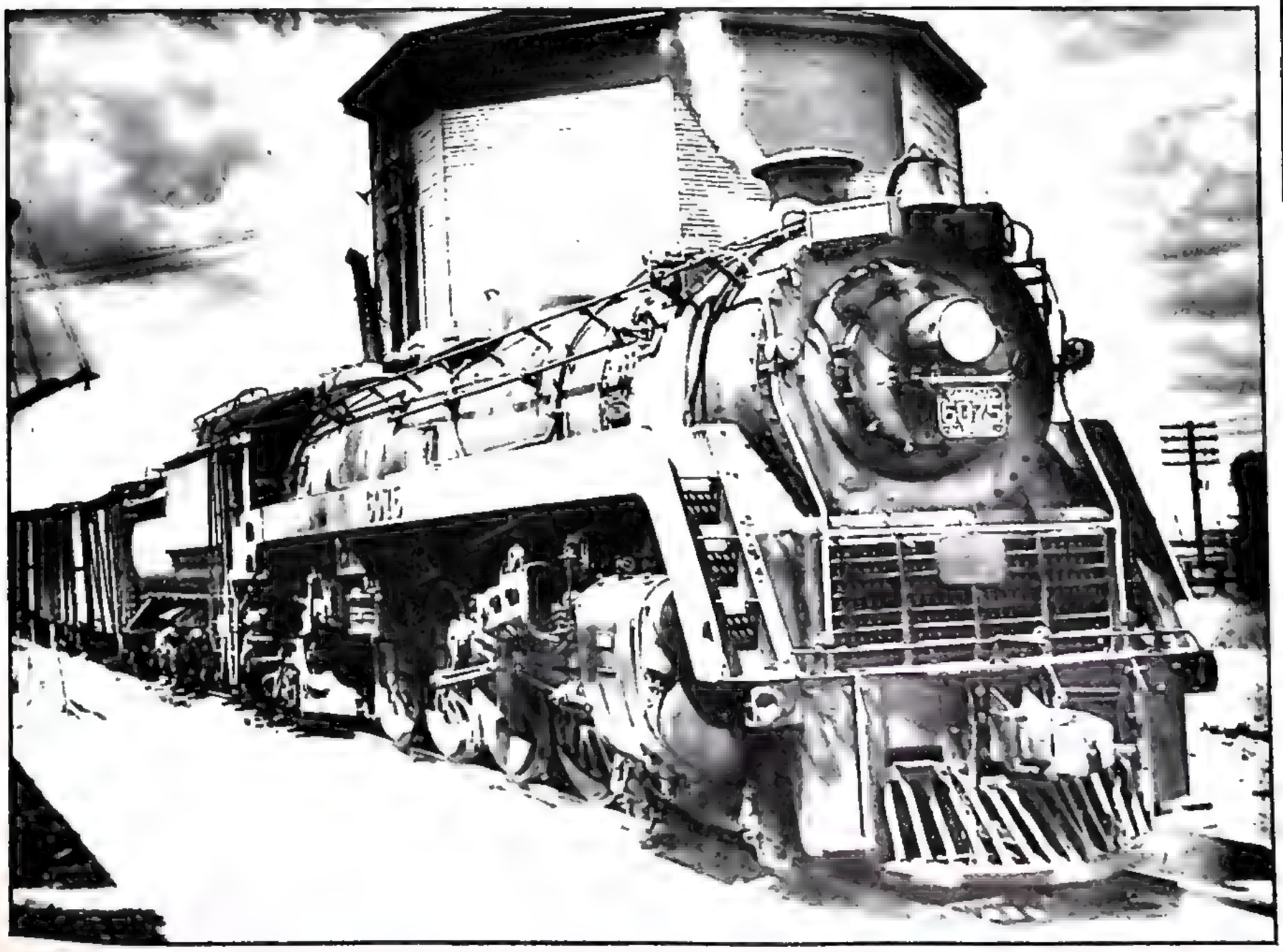
have been starting the long 1,240-mile drive home, but I still had some movie film left and, after all, it wouldn't make much sense taking unexposed film home from a place like Portage la Prairie, now would it?

A steam whistle in the west brought us to the CPR depot on the double. It was a passenger train with Pacific 2446 just pulling up to the water plug with her bell still swinging. After what seemed like a long station stop, the big 4-6-2 thundered out of Portage easily handling all those heavyweight passenger and M&E cars. About thirty minutes later a Canadian National westbound wayfreight with Ten-Wheeler 1536 went clanging past the station. She was a coal-burner—the only one we saw at Portage, as I recall. Engine smoke out by the coal dock signalled another westbound on the Canadian National. I was greatly surprised to again see Mountain 6055 down in the yard handling the Portage pick-ups and set-outs before highballing west.

A westbound freight on the CPR with Pacific 2429 finished up my supply of motion picture film, and it was time to put the H-16 away and try for a few more stills. The morning was wearing away rapidly as CNR 2-8-2 3534 was drifting eastward past one of the big elevators toward the depot water plug. The big Mike was displaying green signals and, despite the heavy coat of grime from hard use, looked sharp sitting there at the water plug with her green flags, full pilot and Vanderbilt tank.

Before heading east, we couldn't resist checking the coal dock once more, and were amazed to find Mountain 6067 on an extra west just pulling up for water. We had just seen this engine on a westbound late the previous evening, so she must have come east during the night and now was headed west again. That's good locomotive utilization. How fortunate for today's generation that Canadian National saw fit to restore Mountain 6060 to service. We didn't see the 6060 in 1959, but I presume she was running further west, perhaps out of Saskatoon.

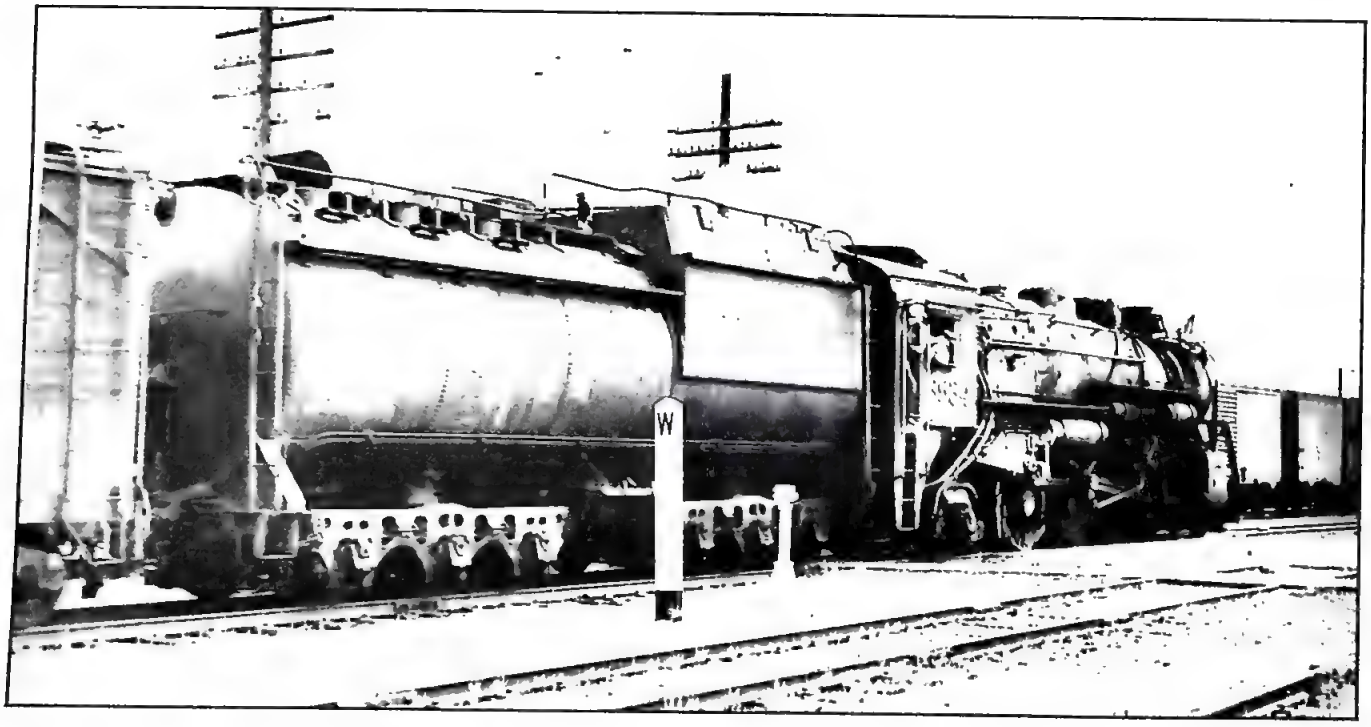
Many years have passed since Jim and I had our brief moment at Proctor and out on the edge of the vast Canadian prairie. We certainly found what we were looking for—big revenue steam power in service from the Yellowstone at Proctor to the Mountains of the Canadian National. The 0-6-0 switchers, Ten-Wheelers, Mikados and Pacifics were no less exciting. Sadly, we didn't

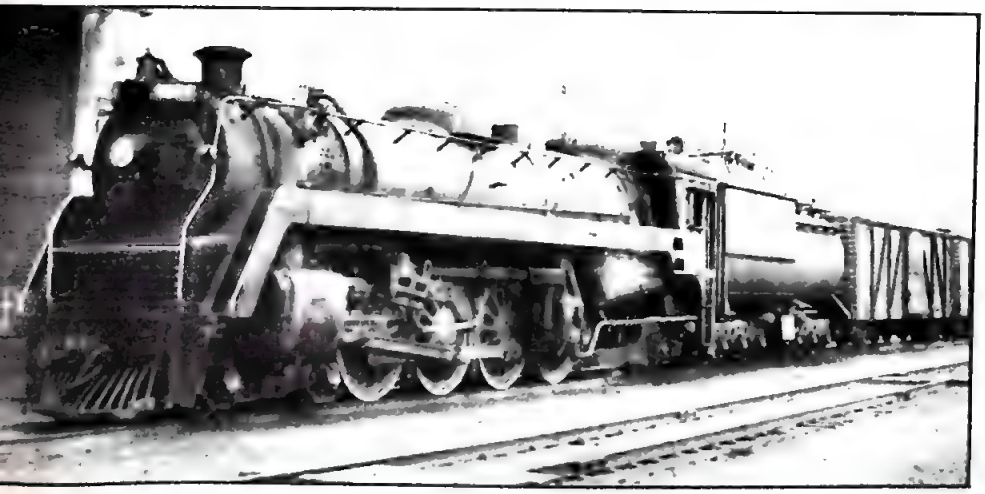


MOUNTAINS on the prairies were the excitement at the East Portage coal dock. Modern Mountain 6074—working freight and minus her bullet nose—waits near the coal dock (above) for Extra 6075 East to arrive and get out of the way. Sister 6075 took water (left) and then stomped off toward Winnipeg, letting the 6074 up to the tank for a drink before heading west for Dauphin on June 25.

JUNE 26 found CNR 2-8-2 3534 drifting up to the depot water plug. With Belpaire boiler and impressive Vanderbilt tank, she made a fine picture.

have the time, funds or film to tap that fabulous steam country west of Portage, and the following summer it was too late as per the following information received in a letter from the CNR in Winnipeg dated March 31, 1960: "Our latest advice in regard to the availability of steam locomotive operation on the Western Region indicates that the following passenger runs are still operating under steam power but will be dieselized by April 15th: Trains 15 and 16 between Prince Albert and Hudson



THE LAST TRAIN before heading home was 4-8-2 6067 on an extra west taking water. Within a year steam would vanish from the Canadian main lines.

Bay, 7 and 8 between Saskatoon and Prince Albert, 65 and 66 between Regina and Swan River, 75 and 76 between Winnipeg and The Pas, and 9 and 10 between Winnipeg and Saskatoon. Exact dates for changeover is contingent on delivery of steam generator units from the east. Beyond April 15, we are advised that steam will be used in wayfreight service on a very limited scale and on an 'as required basis.' Complete dieselization of all train operations will become effective around June 1st."

There was no way that we could put a trip of that distance together in only two weeks, but I was content in the realization that we did get to see and put on film the thrilling steam action during the twilight of Missabe and Canadian steam.

# William F. Allen and 100 years of Standard Time

The chaos came to an end on November 18, 1883.

**by William H. Earle**

AAR PHOTO/RAILROAD MAGAZINE

William F. Allen didn't know whether to laugh or cry as he looked forward to that Sunday in November, 1883.

On the one hand, he was elated that the plan he had spent uncounted hours developing—a plan that was "likely to be noted in the history of the world for all time to come"—was about to sweep successfully through towns and cities all across America.

On the other hand, he was worried that no one would ever know he had had anything to do with it.

The day that Allen was anticipating with such mixed emotions was the Sunday later memorialized as "the day of two noons," a day that transformed America's system of keeping time. The sun would rise that Sunday on a nation divided into a bizarre patchwork quilt of more than 50 irregularly-shaped time zones, each centered on some town or city, each extending its influence in apparently random fashion to adjacent rural areas, and each differing from neighboring time zones by minutes, seconds and even hundredths of seconds.

If all went according to Allen's plan, however, these artifacts of "local" or "sun" time would vanish by sunset, coalescing into just four precisely defined time zones, each differing from the next by an even hour—in other words, roughly the system we know today.

The principal motive force behind the transformation was the railroad industry, which had been grappling unhappily with the "hardscrabble system" of local time for decades. How could anyone make a meaningful intercity schedule when cities as close as Baltimore and Washington and as Boston and Providence were in different time zones?

Even if a given road made sense of its own schedule by adding footnoted instructions on the appropriate subtractions or additions to make at intermediate points, how could a passenger make sense of the situation in a city like Chicago, which served as the hub for railroads using three different time standards? Or Kansas City, whose railroads used five time standards? Or St. Louis, with six?

W.F. Allen had good reason to know what "an abomination and a nuisance" the system of "local" time was in the eyes of the railroad industry. He was not only editor of *Official Guide of the Railways*, one of the major publications of that railway-dominated era, but also secretary to the General Time Convention and Southern Railway Time Convention. Since the two railroad associations met twice yearly for the sole purpose of coordinating schedules among the roads, it was not surprising that proposals for reforming the chaotic American system of time-keeping should occasionally be submitted to one or the other of the two groups—nor was it surprising that they should refer such suggestions to their bright and industrious secretary for evaluation.

Just such a proposal, from the American Meterorological Society, was referred to Allen in 1881. Like all the other time-reform proposals Allen had ever seen, it wasn't practical. The twenty-four-hour clock it advocated was no more likely of adoption that the multitude of proposals that sought to impose the time standard of Washington, D.C., (or of a meridian of longitude halfway across the country) on the whole three-thousand-mile breadth of the United States.

Just the same, the proposal set Allen thinking. Impractical as the plan was, it contained elements that made sense—as did other proposals Allen had seen in his years of work on the problem. Might it not be possible to construct a proposal that *was* practical by combining useful features from the visionary proposals to which so many bright minds had devoted so much time?

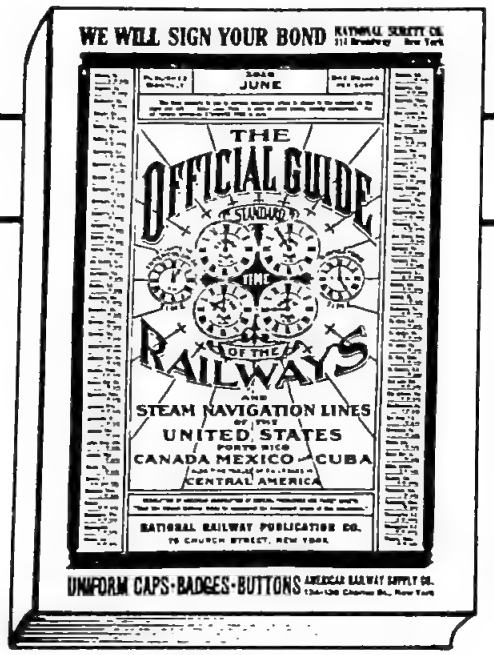
Indeed, it *was* possible, although it took Allen more than a year to prove it. By early 1883, however, he had begun canvassing his railroad-industry colleagues for their opinions about the hybrid plan he had devised.

One element of Allen's scheme came from the existing system: the twelve-hour, a.m./p.m. clock. Two others he borrowed from the reform proposals of others: the concept of multiple time zones differing from one another by even hours, and the idea of basing time within those zones on the 75th, 90th, 105th, and 120th meridians west of the mariner's universal time-reference point in Greenwich, England.

To these borrowed concepts, however, Allen added two of his own.

First, he abandoned the idea that time zone boundaries had to follow either straight lines of longitude or state boundaries. Instead, he drew zig-zag lines across the map so that zone boundaries coincided with major railroad switching points. Even if Allen hadn't been a railroad man himself, devising a scheme that suited the convenience of the industry, the major economic interest concerned with time reform, would have made good sense.

Second, Allen realized that he needn't superimpose his




## Wm. F. Allen and the *Official Guide*

Paul H. Moore, President and CEO of the National Railway Publication Co. of New York writes of his predecessor:

"In his early career W. F. Allen was a railroader, but he spent most of his life with National Railway Publication Company. He worked for about ten years as a rodman and engineer for the Camden & Amboy and West Jersey Railroads. Then in 1872 he joined National Railway Publication Company, where he was soon made editor of *The Official Guide* at age 26. He led the crusade for standard time while he was *Guide* editor in 1883. Toward the end of his 42-year career with the company he became its president. In many of the memorials to this exceptional man it is forgotten that he was also the guiding genius behind a publication, which achieved enormous success, and that he maintained a leadership role in the developing railroad industry associations."

The June 1916 *Guide* (above) typifies the front cover of the publication that was used essentially unaltered until 1969. The inscription beneath the date refers to the columns of times relative to noon Eastern Time and reads: "The time actually in use in various cities is shown in the columns on the right and left. 'Mean Local Time' is used at some points, mostly unimportant. For all railway schedules, STANDARD TIME is used." The wording reflects Editor W.F. Allen's preoccupation with Standard Time, and his little "dig" at Mean Local Time is particulary humorous in retrospect. Shortly thereafter the inscription was changed to read simply: "The Standard Time in use in various important cities is shown in the columns on the right and left." The cover design has been changed on today's *Guide*, but a simple row of clock faces on the inside title page still honors the heritage of W.F. Allen—J.B.

system atop the crazy quilt system of "local" time. Many time-reform proposals had assumed local time as an unalterable given—and had included designs for two-faced watches (or watches with dual minute hands) so that people could keep track of both "local" and "national" time. After studying the matter, however, Allen realized how senseless the duplication was. "Standard time" *could* be superimposed on "local time"—but it could also short-circuit yet another set of inevitable complications by simply *replacing* local time.

Consequently, when Allen announced his plan to the public in October 1883—having already secured the backing of most of the nation's major railroads—the plan included an appeal to localities all across the country to abandon local time at the same time the railroads did, noon on Sunday, November 18. Allen's authority to change the hands on every clock in the country was non-existent, of course—but on what authority other than outmoded custom was local time based? And why should the custom not change when a new and better system was proposed?

Naturally, not everyone saw the matter as clearly as Allen did, and epic battles were fought over the elimination of local time in a number of municipalities. Cities as prominent as Chicago and Washington held out against the change at least briefly, and some smaller cities were still fighting rearguard actions years later: Bangor, Maine, had to be crowbarred into Allen's system by state legislation some four years after the rest of the country had switched, and Cincinnati's time warp last for seven years.

For the most part, however, the country converted quietly and uneventfully to the new system. As a result of the publicity generated by Allen and his lieutenants—a far-flung network of railroad men and scientists active in the time-reform movement—noon bells rang twice in city after city across the country: once by old time and once by new.

Weeks before that day arrived, however—even as Allen in New York was telegraphing his initial instructions to his field representatives—another battle was opening as well: Allen's battle to get credit for what he had done.

That battle centered on the host of "Fathers of Standard Time" that sprang up around the country almost as soon as Allen announced his plan to the public in October. At times it must have seemed to Allen that every city in the country had its own nominee for "Father of Standard Time"—and each of the candidates seemed to have at least one newspaper dedicated to promoting his claim to the title that Allen believed he himself had earned.

Although all of these individuals had doubtless floated time-reform schemes of their own at one time or another, most of them were "parties," noted Allen sourly, "whom I, and also, I am sure, 99 percent of the railway officials of the country never even heard of."

Other candidates were "parties" of whom Allen certainly *had* heard—since they were his own colleagues in the time-reform movement. Because his own successful time-reform scheme was admittedly a hybrid, Allen never begrudged his colleagues their share of the credit—but he *did* begrudge the "systematic effort" to assign "the whole credit for this Standard Time movement to others . . . and to omit all mention of my name."

As Allen angrily informed one newspaper editor, "I am decidedly opposed to being ignored."

To a certain extent, Allen was overreacting. Some of the papers and magazines against which his bitterness was directed were simply confused by his proposal—which was, after all, revolutionary. Not a few newspapers announced that Railway Standard Time, as it was becoming known, meant the advent of the twenty-four-hour clock, and others printed maps showing the logitudinal division of time zones that Allen had specifically rejected.

Given this confusion, it was not surprising that those same papers wound up assigning credit for Standard Time to those whose proposals *had* included twenty-four-hour clocks and longitudinal time zones.

Just the same, there was at least some justification for Allen's paranoia—justification that most frequently took the form of Professor C.F. Dowd of the Temple Grove Seminary in Saratoga Springs, N.Y. Like others who had been nominated for the title "Father of Standard Time" by the press, Dowd was yet another veteran of the time-reform movement: indeed, his earliest proposals on the subject dated back to the 1860s, some 15 years before Allen's plan had taken shape.

The fact that Allen's plan of 1883 and some of Dowd's plans of a decade earlier had elements in common should not have been surprising: a host of time-reform schemes were in the air, and Dowd had borrowed them as freely as anyone. In addition, however, Dowd was prolific: the sheer number of proposals he churned out virtually guaranteed that almost anything anyone else *could* propose would have appeared at some time or another in one of Dowd's proposals.

This matter-of-fact observation was lost on Dowd, however—as was the fact that railroaders had always been cool to his proposals because they relied on unworkable longitudinal time zones, a defect Allen had overcome. Nevertheless, to Dowd, *any* overlap in ideas between Allen's plan and his own unsuccessful proposals meant one thing: Allen's proposal was stolen goods.

That Allen knew this assertion to be ludicrous didn't prevent Dowd from making Allen's life miserable. The old man visited Allen's office several times, raging at his own lack of foresight in failing to patent his scheme (which he couldn't have done) and accusing Allen of unjustly using Dowd's ideas to reap huge financial rewards (of which, as Allen ruefully knew, there were none). Dowd's lobbying of journalists on behalf of his claims was energetic—and several of the editors to whom Allen complained were those who had succumbed to Dowd's pleas to publish stories on Standard Time that reflected Dowd's conception of his own accomplishments and mentioned Allen only in passing, if at all.

Gradually, Allen ceased referring to "the old gentleman," as he had described Dowd when they first met in the fall of 1883. In Allen's mind, Dowd became "the old crank" who "seems to think he did it all."

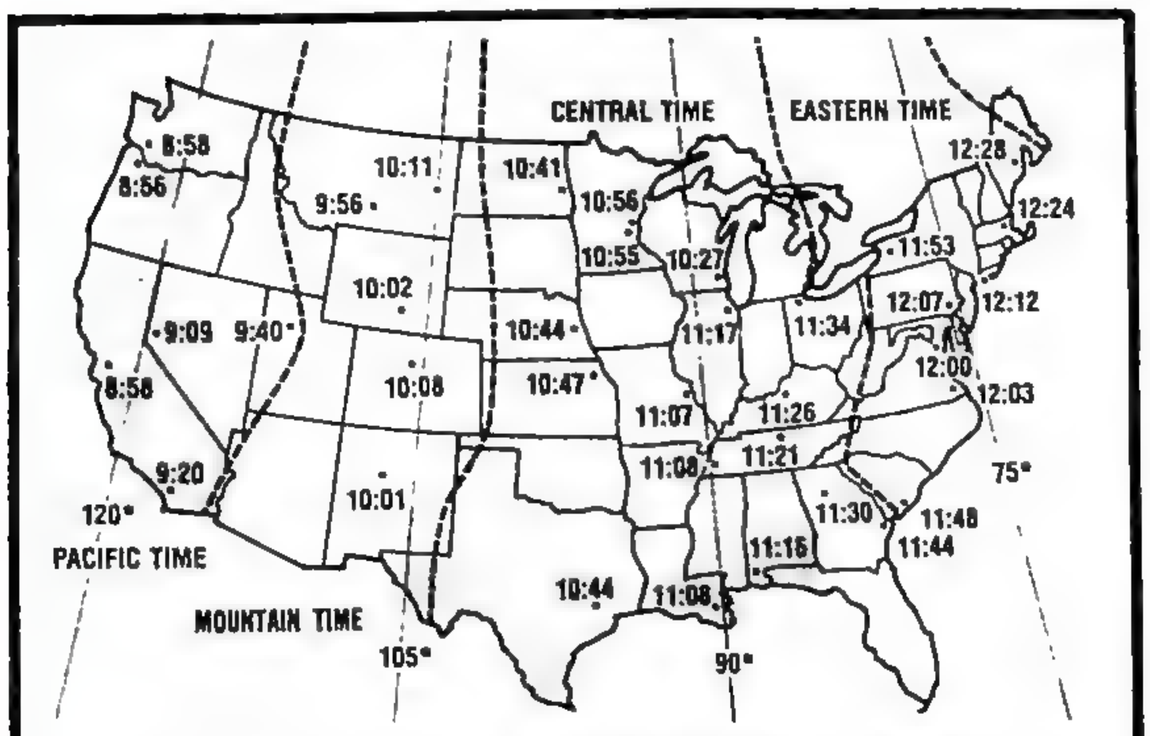
Allen was right, of course: Dowd *was* a crank. Just the same, Dowd's assaults on him had turned Allen himself into something of a crank, too. His concern about charges that he had "stolen" Dowd's ideas became obsessive, and he defended himself far more energetically than he had to. Shortly before "the day of two noons," he distributed to the press testimonials he had solicited from colleagues in the railroad industry stating that the plan they were implementing had been presented to them by Allen and no one else. (Allen told a friend: ". . . if I had not sent for the [testimonials] when I did, my connection with the matter would have been entirely ignored by the daily press and perhaps failed entirely to be recorded.") Months after the event had become history, Allen was still fighting the battle, attempting to insert similar testimonials into an article on time reform he had written for an academic journal; a friend had to tell him how grotesquely inappropriate the gesture would be.

Allen took the hint on that occasion and deleted the testimonials from his article, but such friendly counsel couldn't dispel the shadow that hung over him. In 1903, when Allen privately published a memorial volume in honor of Standard Time's twentieth anniversary, it consisted of a brief recounting of events and page after page of new testimonials to his efforts at bringing the system into being.

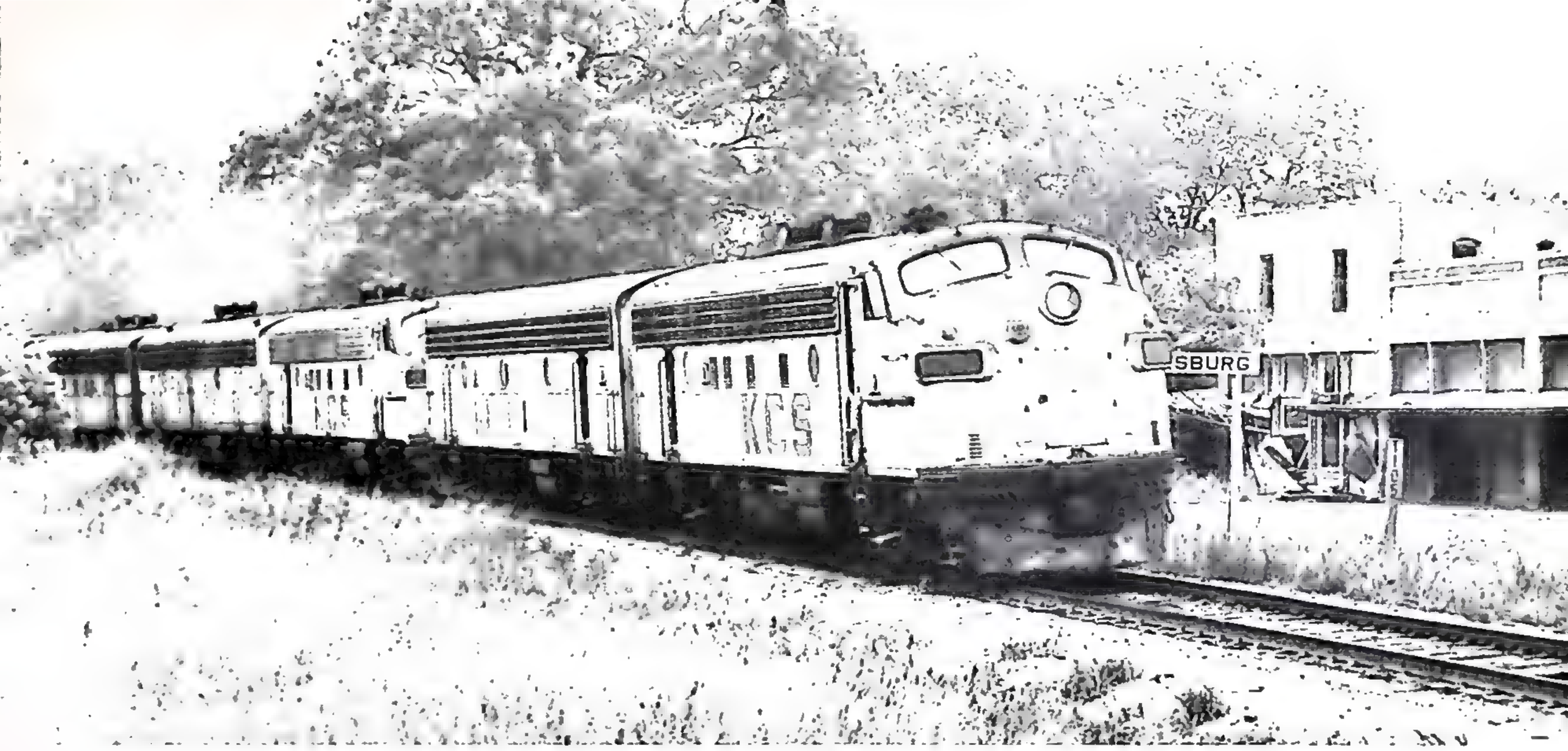
He needn't have worried, of course. Some encyclopedias to this day give credit to Dowd for the railroads' adoption of Standard Time, but the railroaders of Dowd and Allen's day made no such mistake. When Allen solicited their commendations, they gave them willingly, knowing full well to whom they owed their deliverance from the "hardscrabble system" of local time.

Thus it was Allen, not Dowd, who was saluted by the American Railway Association on the twenty-fifth anniversary of Standard Time in 1908.

And in 1933, after fifty years of Standard Time, it was W.F. Allen who was immortalized on a bronze plaque that still stands in Washington's Union Station in honor of the man whose zig-zag lines on the map re-drew the face of America and whose ideas transformed the faces of America's clocks.




Prior to the adoption of Standard Time in 1883, local times were based upon "sun time," determined by the sun's passing directly overhead at noon. In the latitude of Chicago, that varied by one minute for every 13 miles east or west—and even that varied according to the seasons. The times noted on the map show local sun times for various points in the country at noon in Washington, D.C. The dashed line shows the time zones implemented in 1883, and the shaded areas show the zone boundaries as they exist today.




Ghost-white, it looms out of the morning mists, straining its great hulk into motion with a bone-rattling roar. A few years ago such a scene would have been commonplace, but today the image of six F-units seems to demand a more creative description. Indeed, Sulphur Springs, Texas, on the Kansas City Southern is one of the last places in the U.S. where such EMD covered wagons can be found in regular service on a main line railroad. The U.S. Steel operation in Wyoming (March 1982 R&R) boasts equally impressive power, but it runs in splendid isolation, and the Bessemer's Kaylor Branch in Pennsylvania (July 1982 R&R) never musters more than three units. Interestingly, all three survive on mines and mineral trains.

The KCS continues to roster a fleet of about 20 F-units, and nowhere can they be better observed than on the line in northeast Texas out of Sulphur Springs on the job known as the "Tidewater Turn." This is a train that handles coal from the mine near Sulphur Springs about 35 miles eastward to a connection with the electrified spur that Texas Utilities Generating Company uses to supply its coal-fired power plant at Monticello.

In the early 1970s Texas Electric Utilities began construction of the Monticello steam generating plant southwest of Mount Pleasant. The large facility would need thousands of tons of coal to feed its turbines, and Texas Electric had ample mineral rights to East Texas dairy and lumber land that was rich in lignite coal (Texas' other "black gold"). The plant was located just south of one mine area, and an electrified rail line was built to connect them, with coal trains handled by a one-man crew and set up for remote controlled creep loading and unloading.

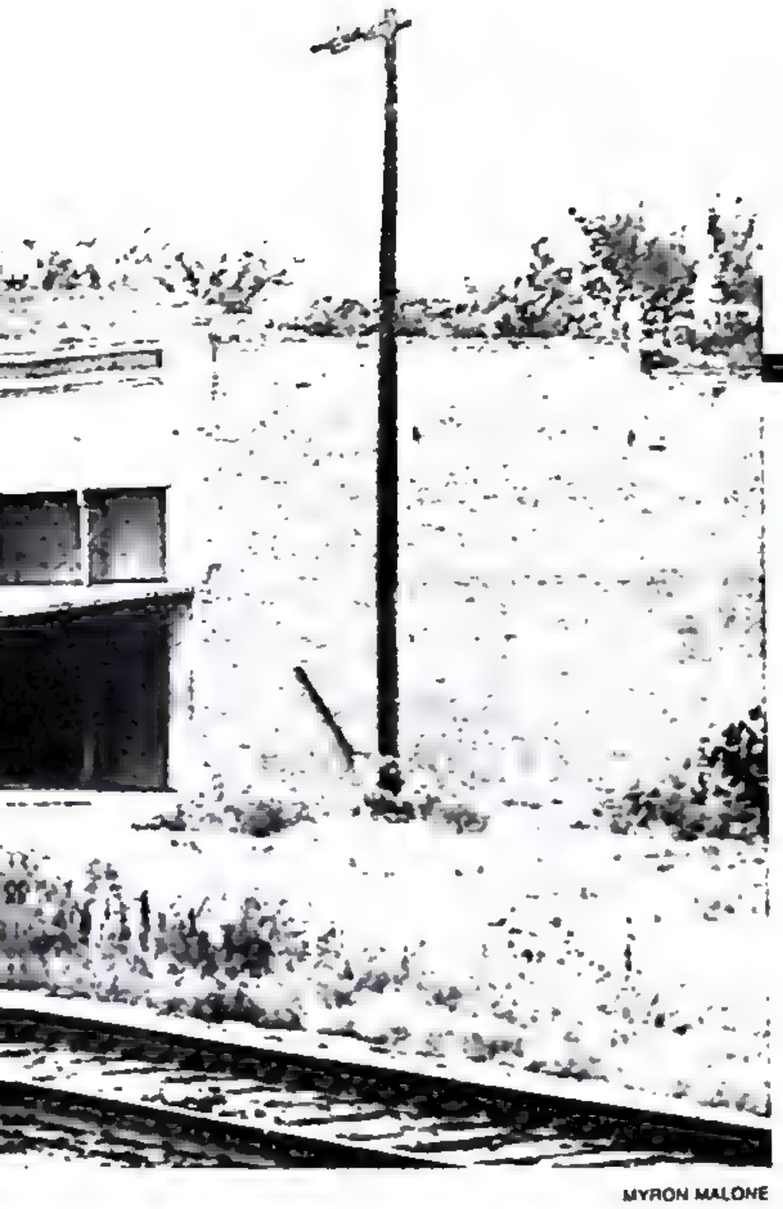
The other primary source of coal, however, was about 35 miles to the west, near the tiny towns of Thermo and Martian Springs. Thermo is on the Texas Division of the Louisiana & Arkansas, a subsidiary of the KCS, so Texas Electric decided to extend its electrified line south of the power plant to a junction with the KCS at a place known simply as "T101" (Milepost 101 on the Texas Division).

The KCS/L&A Texas Division is a modest main line that runs 218 miles westward from Shreveport, La., to Dallas, Texas. The western 40 miles of that are over the Santa Fe, and the Texas Division trains run from Shreveport to the remnant of the old Katy yard at Greenville, where new crews run the remaining 50 miles to Dallas and return to Greenville. When the coal train first went to work in the spring of 1977, there was one manifest freight in each direction (Nos. 53 and 54) between Shreveport and Dallas.

The job of handling the coal was given to a local out of Sulphur Springs known as the "Tidewater Turn." Tidewater is a station at the end of a four-mile spur that branches off the L&A

BOB COURTNEY

AT SULPHUR SPRINGS, TEXAS, 4059 pumps its own sand out of a hopper on July 24, 1982. The block of old downtown stores at Leesburg (top) watches the eastbound Tidewater Turn on July 13, 1983. On page 57, the 4064 is doing 40 m.p.h. at Como.



MYRON MALONE

# KCS

## Sulphur Springs F-units

Covered wagons for Texas coal trains.

**by Robert W. Courtney**

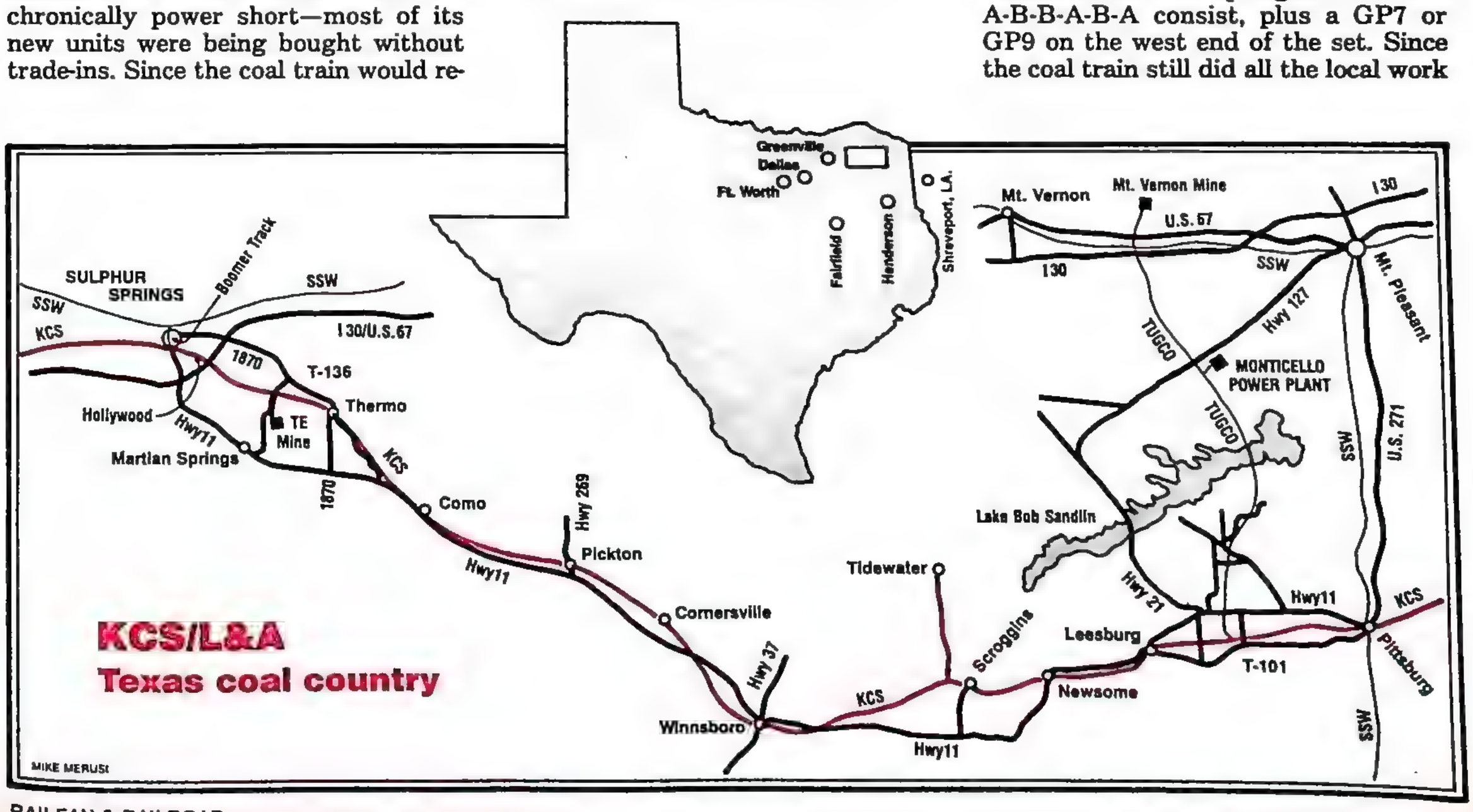
main just west of Scroggins and runs north to a chemical plant. The local's run was extended a few miles eastward to the Texas Electric interchange at T101. In addition to carrying the coal loads and returning the empty hoppers, the Tidewater Turn also does the bulk of the local work between T101 and Sulphur Springs.

When it became time to select power for the TUGCO coal train, the KCS had little to spare. At that time (late 1970s) the KCS was experiencing expanding markets and a boom in traffic and was chronically power short—most of its new units were being bought without trade-ins. Since the coal train would require locomotives for only a few hours a day, five or six days a week in a remote area, there was no justifying the purchase of three or four new SD40-2s and letting $3 million sit idle 100 hours a week.

The route of the coal train was hilly enough that three SD40s would have been needed for the 80-car consists, but with a speed limit of 40 m.p.h., that would have meant a lot of horsepower going to waste. What was needed was pulling power, not speed. The KCS had, by this time, converted several units into yard slugs, so they decided to try some road slugs. With a fairly large fleet of cab units in the dead line at Shreveport in varying states of disrepair, the KCS selected three cab units and three boosters to make up a coal train power set. The cabs would be the power units and the Bs would be converted to slugs. The cab units all had nose m.u. receptacles for greater versatility, and they would retain the 4050-series numbers assigned in the 1977 four-axle renumbering scheme. The cab units were F7s 4054, 4059 and 4064, while F7Bs 75C, 59C and 59B became 4075-4077. In 1978 F9AM 4061 was also rebuilt as a slug mother so that the four cab units could be rotated through Shreveport for monthly inspections.

The F7Bs were converted to slugs by removing their prime movers, radiators, fuel tanks and most support systems and then being ballasted with concrete. All seven units had additional weight added in the form of four or five 40-inch steel wheels stacked on a rod over the rear truck.

The original six Fs went to work on the coal train in the spring of 1977 in an A-B-B-A-B-A consist, plus a GP7 or GP9 on the west end of the set. Since the coal train still did all the local work



en route, it would carry the loads east directly to the T101 TUGCO interchange and then return westbound with the Geep in the lead, doing the local work on the way. Where local work was heavy (usually Winnsboro), the Geep would cut away from the six Fs and do the switching alone before putting everything back together again to leave town.

In 1979 the KCS bought its first GP40-2s (798-799), and they were equipped as slug mothers. Speculation about the possible doom of the Sulphur Springs Fs was high, but by that time much of the grain traffic from the dying Rock Island was moving on the KCS, keeping the power in short supply. The GP40-2s, bracketing F7A 4060 now converted to a slug, went to work on the L&A south of Shreveport. Happy with the results, the KCS bought two more GP40-2s (796-797) in 1981 and mated them with F3A 4050.

Meanwhile, our heros were having a hard time getting all the local work done between Sulphur Springs and T101 within the 12-hour law. The KCS had added a second manifest each way between Shreveport and Dallas to handle the growing business, and the coal train/local always seemed to be in the way. To remedy this, an SW1500 was assigned to Sulphur Springs and a switch job was put on to handle the work there. The Geep was sent back to Shreveport, though the Fs continued to do the local work out on the road.

A typical day at Sulphur Springs would begin with the diesel mechanic preparing the units for the day's work. The switch crew would arrive at 8:00, board the SW1500 and busy themselves on the "Boomer Track," a mile-long connnection with the Cotton Belt on the north side of town where many of the older industries are located and worked jointly by both railroads. The coal train crew would go to work at 9:00, and often an eastbound through freight from Greenville would pass through town before the Fs and their caboose (at first an amazing wood and steel thing, later replaced by a non-standard bay window, both in white) would run the three miles east to the mine with any cars for Winnsboro and Tidewater.

The mine at T136, between Sulphur Springs and Thermo, is located on a spur that stretches south from the KCS main. The fast-loading silo towers above flat farmland and is conveyor-fed from stockpiles and truck dumps that serve the surrounding surface mines. A yellow GE 110-ton centercab switcher works the loader and lines up the outbounds for the KCS. At the mine, the Fs run around the loads and place the freight cars and caboose beyond the far switch, letting gravity tack them onto the rear of the train.

The Fs then high-tail it to the head end of the coal cars and tie on. After a long session of pumping air, the covered wagons lean into their tonnage and slowly begin to move. The slugs are cut in at eight miles per hour. The switch from the mine is at the foot of the hill at Thermo, and all the amperage the A-units can muster goes into feeding the two dozen traction motors. It's quite a show.

As the train crests the hill at Thermo it's barely moving, but once over the top the speed builds quickly. The train rounds several curves and pulls alongside Highway 11 for a nice pace through Como, where the KCS has an important passing track. The next town is Pickton, where a former passing track (now sans its east switch) is sometimes used to store boxcars. East of there, the tracks get further from the highway until Winnsboro, where the tracks parallel the highway but are a city block to the south. After slicing through Winnsboro and passing the wye to Tidewater, the coal train faces its last major obstacle: Scroggins Hill.

The crest of Scroggins Hill lies in a cut three miles north of Highway 11 between Winnsboro and Newsome. It is probably the most scenic spot on the run, but getting to the cut, getting a shot and getting back ahead of the train before the hairpin-curve/grade-crossing in the don't-blink-or-you'll-miss-it town of Newsome is for all practical purposes impossible.

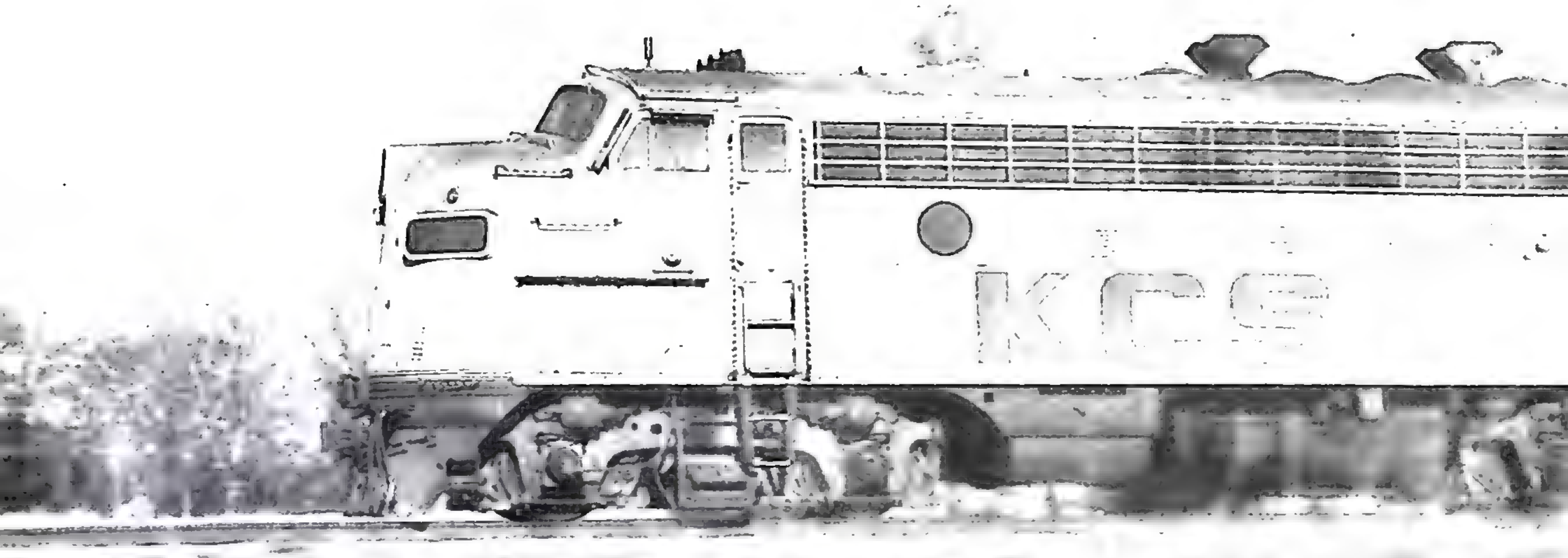
Pacing six matched F-units in the 1980s seems a dream, but for the second time you have the opportunity to do so as the highway follows the north side of the railroad from Newsome almost to Leesburg. There the train traverses a broad curve past a row of old store fronts that used to be downtown Leesburg. Next stop is T101.

Between Leesburg and T101 is a long, straight incline through backwoods that ends at a dirt grade crossing at the west end of a two-track interchange yard laced with catenary. The loads are pulled east of the overhead and shoved into the south track. The units then return to the main, run around their freight cars and couple up to the empties. If there are no other KCS trains to

## The TUGCO electrics

The TUGCO plant at Monticello is one of three new coal-fired power plants in east and central Texas with rail facilities; one is in operation at Henderson and one at Fairfield is under construction. In the mid-1970s, U18Bs 101-102 and U23B 103 were used in the construction of the Monticello plant and work there today along with E25B electrics 2304-2306. E25Bs 3301-3304 are at Henderson, and B23-7s 3306-3307 are probably working construction at Fairfield—the diesel assignments may vary. A yellow centercab switcher works Monticello and another works the mine at Sulphur Springs. The Monticello electrics work primarily between the plant and the mine to the north with single units handling 20-30 cars and shuttling back and forth on close headway 'round the clock. An electric and U18B usually run down to T101 to pick up the KCS coal between 5:00 and 8:00 p.m. On those rare days when the KCS makes two runs, they will often meet the Fs there in the morning. Access to the Monticello loco shop, dump facility and power plant is virtually impossible, but the trains are photographable from public roads south of the mine. Such was the case with E25B 2305 southbound from the mine on a cloudy July 13, 1983—BOB COURTNEY.

MYRON MALONE



BOB COURTNEY

meet here, the Fs head out westward immediately after getting their air and tacking the caboose onto the hind end. The Texas Electric units come down to T101 about 5:00 p.m. to pick up the loads; the usual power is an E25 electric and a U18B diesel.

Most of the local work is at Winnsboro, and the westbound train will cut off the empty hoppers east of town and take the units, covered hoppers, tanks and boxcars into town to do their work (when they carried the Geep, they would also often set off the Fs and work with just the Geep). The Fs will usually shuffle past the abandoned Winnsboro depot several times before getting their train together and highballing west for T136. (There is usually no local work on Saturdays, so the westbound move is generally much simpler and quicker.)

With no trains to meet at Como, the Tidewater Turn will head directly for the Texas Electric mine switch at T136. There it will cut off the caboose on the fly and head the empties into the outside track at the mine. The units then cut off and run around the empties to get back to the main line, where they will then chase after the caboose, which will be by this time several miles downgrade toward town. Once they catch up and couple on, the units will shove the caboose the last distance into Sulphur Springs, where the crew spots their train on the house track and heads for home.

The coal train F-units are cared for, watered, sanded and fueled at Sulphur Springs, but for inspections and anything more than the simplest repairs they go to Shreveport. Units bound for the shops are set out on a siding in an industrial district just east of Sulphur Springs known as Hollywood (or occasionally in the run-around at Winnsboro) where they are picked up by an eastbound through freight. A replacement will be similarly dropped off by a westbound. All of this means that while the A-B-B-A-B-A consist was standard, as few as five or as many as eight units could be found on the coal train from time to time.

Early 1982 changed things a little bit. The KCS was very happy with its road slug program, especially the GP40-2/A-unit slug sets. But with only two A-unit slugs, 4050 and 4060, the slug controls of two of the GP40-2s were going unused—and the KCS was still power short. The GP40-2s and their slugs often ran on the Texas Division's Nos. 53 and 54, where their pulling power was put to good use on the AT&SF through Dallas. They were sometimes teamed up with GP38-2s, and in early 1982 one of the B-unit slugs was pulled off the coal train and added to the New Orleans-Dallas pool. In the summer of 1982 another of the B-unit slugs was transferred out along with one of the mother A-units (that pair went to the Shreveport-Minden Turn). Local business was down and the Sulphur Springs switcher was abolished and a Geep (GP7 4160) returned to the coal train consist. Then "Super-B" arrived.

The 73B had spent most of the late 1970s in the dead line at Shreveport, but throughout 1981, as time permitted, the shop crews worked to put her back into service (just as they had done with dead line companion F7A 88, which emerged as 4058). The 73B was given new side panels (no portholes), new sand fillers (plastic pipe) and her first white paint job. But more importantly than the paint or reworked electrical system, the 73B got a new prime mover. A sturdy 567D was removed from a wrecked GP30 and placed into the 73B with a new Roots blower and 645 power packs. The "Super-B" put out 2000 h.p. on the test stand, but the shop crew was ordered to derate the unit back to 1500 h.p., much to their disappointment. The fresh 73B was sent out to join the weary Sulphur Springs set.

In spite of complete shoppings of the F-units just five years ago, they are not without their problems, and by late 1982 the men who had to maintain and run them were beginning to complain. In late December 1982 the mechanic was given something to cheer about—and the fans something for tears.

The coal train had been making two round trips a day for two weeks trying to catch up on a lagging quota, and the 30-year-old wagons just couldn't keep up the pace. So the four GP40-2s and two slug B-units came out from Shreveport to replace the two A-units, B-slug, Super-B and GP7.

But it was not to last. On December 31 the GP40-2s made two round trips and headed back for Shreveport. The new year brought the Fs back. Again the Geep 4160 is on the west end with the rest of the set in a fine A-B-B-A-A arrangement with Super-B 73B in the middle. Powered B-unit 70B has also occasionally shown up, as well (the 70B and 73B are the last serviceable KCS powered B-units).

Now that the KCS has acquired 19 ex-ICG GP40s, the power crunch is less severe, but if the traffic picks up as the Great Recession of the 1980s winds down, the F-units of Sulphur Springs and Shreveport should be able to survive as the largest F-unit fleet in the country.

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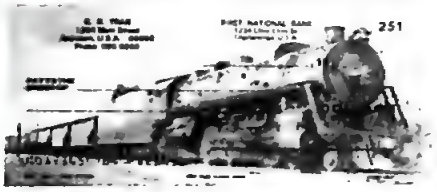

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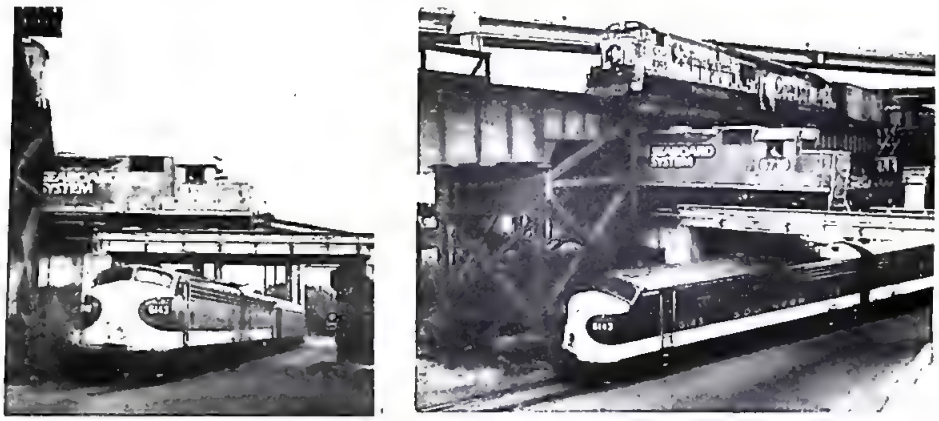
# Markers

BY JIM BOYD



LINING UP for the triple crossing night shot shortly after 8:00 p.m. on July 19, 1983, the Southern's West Point local was late and got trapped behind the FP7s (left), resulting in a just-barely-visible *four*-way meet. The view at right is from atop the building at twilight.

## The affair at Richmond

Like most of us, I was vaguely aware of Richmond's legendary triple crossing, but I'd never visited there and had heard rumors that recent construction in the area had obliterated the classic scene. This suspicion tended to be confirmed when the itinerary of the NRHS national convention set for mid-July in Richmond made no mention of any activity involving the triple crossing, even though the Old Dominion Chapter's insignia features artwork of the steam-era crossing.

My curiosity was strong, however, and interest heightened when friends from Washington, D.C., confirmed that the crossing was still photographable, and the C&O Historical Society's "Railfan Guide to the Richmond, Va., Area" noted that it was still there but, "adjacent buildings can make things tight." I had to see for myself.

On April 1, 1983, I was in Nofrolk, Va., and routed my return home via Richmond. I arrived at the triple crossing at dusk, and the railroads put on quite a show in the next half hour with trains passing on each level. I didn't get a three-at-once shot but did get a couple of two-out-of-three combinations with the engines of one train and the middle of another.

The triple crossing was a bit tight, but it would compose nicely in a vertical format with a normal lens and horizontally with anything shorter than about a 40mm lens. A new

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building now occupies the vacant lot that permitted the great variety of angles when a triple meet was staged in 1958 and 1966 (see page 36). I had something else in mind, however, and the building turned out to be just the element I needed.

I wanted to stage the triple crossing at night, something never before attempted. I was sure it could be done—and if we could gain access to the roof of that building, it would make the ideal platform for illuminating the upper level trains!

Fired with enthusiasm, I contacted Herb Richwine, convention chairman for the Old Dominion Chapter, and offered to conduct the night session as an official convention function. He got back to me with the somewhat discouraging news that because of the already extremely full schedule of trips and since the convention brochure was already on press, they could not include a night session as part of the official convention program. They would, however, be willing to cooperate in any way if I would want to pursue it as an independent project. Going over the convention schedule, we concluded that the only practical time for a group night session would be on Tuesday evening, July 19th, the day before the opening of the convention and its first fantrip. They offered the services of Sanford Terry to help coordinate efforts on the Richmond end.

"Sandy" Terry, a retired television executive, turned out to be the perfect man for the job. He contacted the City of Richmond and initiated the paperwork necesssary to close Byrd Street beneath the crossing during the night session, and he contacted the proper city officials to get permission to get a few people onto the roof to handle the lighting (the building is officially identified as the West Division Structure of the Shockoe Retention Basin under the Department of Public Utilities).

Meanwhile, I contacted my long-time friend Lloyd Lewis, how Director of News and Community Relations in the Public Relations Department of the Chessie System. Lloyd's reaction was immediate and enthusi-


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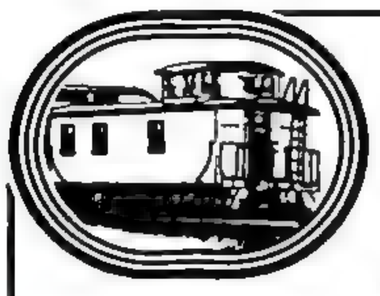

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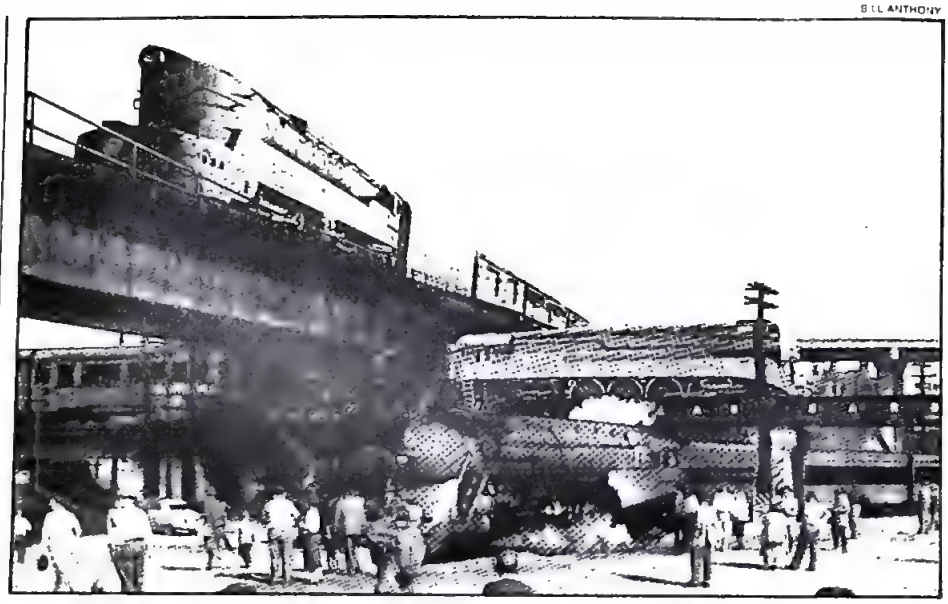

"FEBRUARY 31, 1948" was the dateline on this photo in the April 1978 Old Dominion Chapter NRHS *Highball* newsletter, as Editor Bill Anthony made up the "April Fool" caption for the composite photo explaining how a PRR T-1 4-4-4-4 ended up on the C&O, an SP *Daylight* 4-8-4 on the Seaboard and an NYC 4-6-4 on the Southern. Ironically, PRR T-1s *did* test on the C&O about 1944 between Washington and Cincinnati, and SP *Daylight* 4449 passed through Rivanna Junction on the C&O bridge less than a quarter mile from the triple crossing en route to Ft. Eustis with the *Freedom Train* in 1977!

astic, and he went right to work to clear it with Chessie management in Cleveland and with C&O Virginia Division Manager Tom Jenkins. He had the okay within a couple of days and then bounced the idea down to his counterpart on the Seaboard System in Jacksonville, Manager of News Service Owen Pride, who quickly agreed to the project. With verbal okays from Chessie and Seaboard, I then called Jim Bistline of the Norfolk Southern Steam Operating Department with a request for the Southern passenger FP7s (which were to be in Richmond that week for excursion trains) for the night session. "If the other roads are willing, we'll certainly go along with it," was Bistline's unhesitating reply.

That was enough to permit announcing the "tentative" night session in the MARKERS column of our July 1983 issue. Over the next few weeks Sandy Terry took care of the arrangements with the City of Richmond, and I got the formal okays from the railroads. By the end of June about 85 fans had called my office to register—the event was free to those who wished to participate, and fortunately we didn't have to turn anyone away.

On June 30 Brian Manwiller, president of the Washington Chapter NRHS, and I drove to Richmond and ran a series of test exposures (see CAMERA BAG) to determine the effect of available light on the triple crossing scene. The next day we met with Sandy Terry and visited the City traffic department to file the insurance form and request for closing the street. We then met with C&O Superintendent of Operations C.S. Burgess, Seaboard Road Foreman of Engines Jack Brown and Terminal Trainmaster Paul Wallace, and Southern Trainmaster Mark Ashley, to outline the specifics of our project and answer any of their questions. Everyone was extremely cooperative and helpful, and I left Richmond that day feeling for the first time that this was really going to work.

The next two weeks seemed to fly by, and I headed for Richmond on Monday, July 18 fully prepared for the night session and a week of convention fantrips. Tuesday was spent again contacting the city and railroad

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*• ARTIST'S NOTE: By removing some foreground brush in an old photo which had hidden the first drivers behind the cylinder, the subject titled "BALDWIN MOGUL NO. 2 MILLBOUND," inadvertently became a classic BALDWIN 2-4-0, and this print indeed has become a rare collector's item.*

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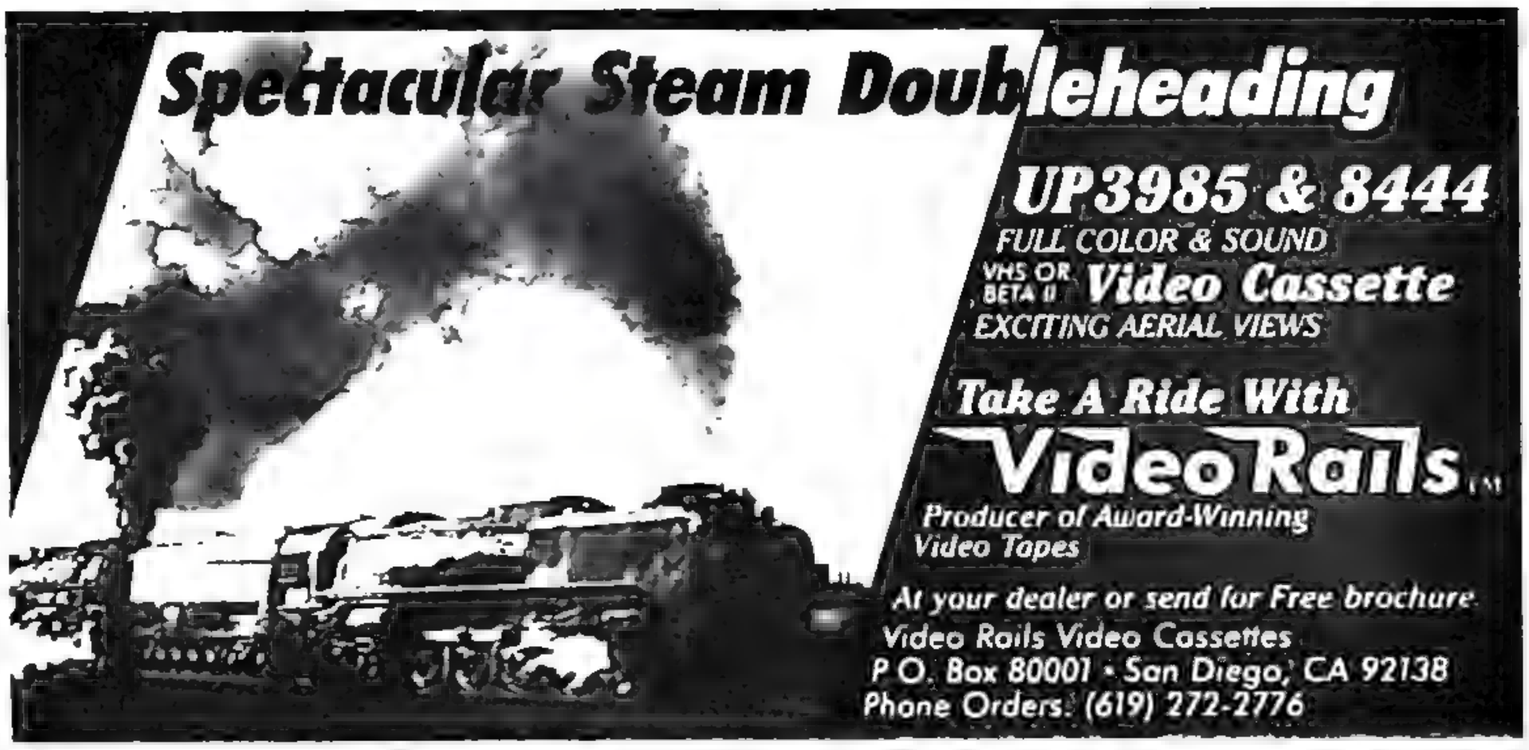
people to make sure everything was squared away. The traffic department would deliver the barricades for the street at 8:00 p.m. and pick them up at 10:00, and we hired an off-duty police officer to be on hand in uniform to handle the traffic. Agent Travis Copley and Trainmaster Ashley had everything in order on the Southern, and their crew proudly pointed out that they'd even scrubbed the tops of the FP7s since they knew that they might be photographed from above—and who would have dreamed we would have been able to come up with SR *green and gold* units in 1983!

On the way to the C&O, we stopped at the triple crossing to find Chessie photographer John Corns on hand with Department of Public Utilities Maintenance Mechanic Supervisor Bill Stanley, the man in charge of the retention basin facility. Corns was one of the people who had signed a release to work on the flat roof of the building, and Mr. Stanley gave us a tour of the areas that we would be using. While not particularly a railfan, Bill Stanley is an accomplished photographer and student of Richmond history who is definitely not unaware of the significance of the triple crossing—he asked if he could set up his own cameras when we took the shot. Noting a few sodium vapor lights that would be complicating the night work, he agreed to turn them off during the photo session.

Continuing on over to the C&O, our project was entrusted to Trainmaster Doug Lee (a veteran, incidentally, of the Washington & Old Dominion). I'd been communicating with various C&O people for much of the preceeding week regarding the locomotives that they'd have available for the night shot (I'd given the C&O the ultimate quest, a *clean* U30B for the lead), and I was briefly horrified to find not a single useable road unit in the engine terminal. Not to worry, however; the two units for the night shot were on a city transfer job that was headed back for the yard, and we would be able to get a look at them. As we were talking with Mr. Lee in his office, the first of the day's rain cut loose outside—the weather had been hot and muggy, and afternoon thunderstorms were developing spectacularly.

Heading out, we got a look at our units, C&O B30-7 8295 and B&O GP40-2 4423. They were in good paint, but both were a bit dirty, so we immediately returned to Mr. Lee, who noted their condition and promised to have them scrubbed down ("If you get tight for time, just clean the nose and south side of the units," I offered).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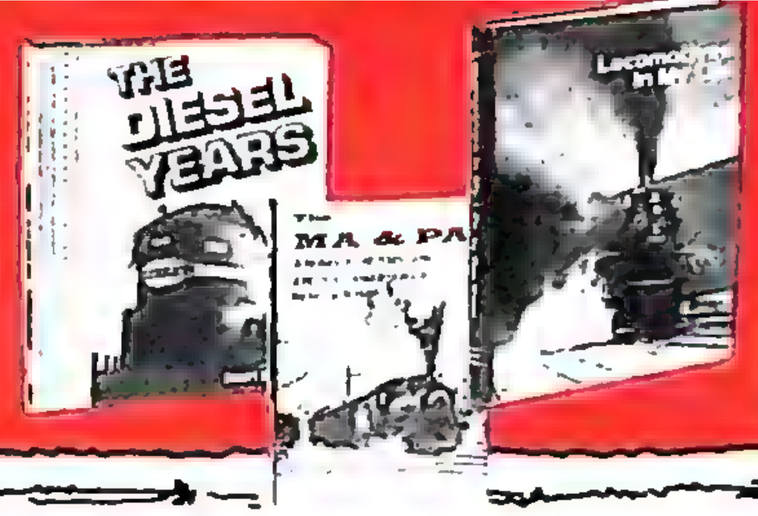


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Then it was up to Acca Yard where we found freshly repainted Seaboard System GP40 6719 outside the shop. "Yes sir, that's the one Jacksonville sent us," observed Road Foreman Jack Brown. He would have it and about a half dozen freight cars in position by 8:00 p.m. As we were talking in his office we could hear the heavy rain and occasional thunder pounding on the building. His phone rang, and the conversation went something like this: "Yeah, it's raining here too . . . No, go ahead with your plans, I won't be home for dinner . . . No, don't worry about it, they'll be out there taking the pictures . . . Okay, see you later."

Then turning to me he confided, "That woman doesn't understand you people; she thinks a thunderstorm is all it takes to stop you."

As we departed Acca a little after 4:00, the thunderstorms were already blowing themselves away and the western sky was hazy but clear of thunderheads. We stopped for a few last-minute supplies—like 50 feet of rope to haul tripods and gear onto the roof to avoid having to carry it up the vertical ladder inside—and had a late lunch at Wendies. We had announced the starting time for the night session as 8:00 p.m., but when I arrived at the site at 6:00, there were already a half dozen carloads of participants on hand—including Kermit Geary, Jr., from New Jersey, who was setting up the 8"×10" view camera he'd borrowed from Homer Hill.

In the next hour or so as the crowd began to arrive, the railroads entertained us with an MP15 westbound on the Southern, an SD40 westbound on the C&O, and Family Lines SD40-2s southbound on the Seaboard. A little before 7:00 Bill Stanley arrived and opened up the building; as he set up his own tripod on the roof, Preston Cook began hoisting his tripods, cameras, gear and flashbulbs onto the roof. Marc Balkin and I got the "company" cameras into position on street level and dug out the rest of the bulbs and flashguns. The crowd was getting pretty heavy by 7:30 when the Chessie train arrived—it was a special consist in the charge of a yard crew and was made up of the two units and about 15 cars and a caboose; while the long train turned out to be much more than we needed from the ground, the twilight shots from the roof show the entire train, and it looks great.

We arranged the photo line into three rows of cameras, with two on the street level, and a high row behind them atop the retaining wall for the adjoining vacant lot that was about three feet above street level. Once we established the pattern, I was amazed at how efficiently the camera line took care of itself with a lot less handling than is usual for a group shot—I think we had an unusually high number of experienced night photographers in the group.

The Chessie train had to pull well ahead of its "spot" on the bridge to let Amtrak's *Colonial* through Rivanna Junction behind it, but once the Amtraker had passed, the Chessie backed into position. The Southern train arrived along with the Seaboard consist, and by 8:00 p.m. they were all in position—and what a sight they made!

As did most others in the crowd, I moved around and tagged some available light shots in the hazy twilight and went onto the roof briefly to check out all the arrangements.


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The only people permitted onto the roof were Preston Cook, who was handling the flash lighting; Chessie photographer John Corns; Alex Mayes, shooting a requested "different angle" for *Trains* Magazine; and Bob Brown, photographer for the *Richmond Times-Dispatch*. Seaboard System photographer Bill Tayes from Jacksonville was covering the action from street level.

Back on the ground, I noticed that the Southern's West Point local was tied up behind the FP7s, and I managed to barely squeak it in along with the other three for a once-in-a-lifetime picture (albeit 1/15th of a second at f2 in extreme twilight) of *four* trains at the triple crossing!

As I made the final adjustments to accommodate everyone in the photo line (see CAMERA BAG), Preston Cook worked out the choreography of the lighting with Marc Balkin, Brian Manwiller and Victor Hand. Brian was escorted by C&O Assistant Trainmaster A.D. Christian up onto the C&O bridge to throw one flash for each exposure onto the nose of the Chessie unit from track level.

Each of the rialroads had a crew on its locomotives, and Chessie's Doug Lee and Seaboard's Jack Brown coordinated the turning on and off of the cab lights, number lights and headlights by radio during each of the six exposures we ran between 9:15 and 10:00 o'clock. After the last round of flash, we gave the railroads the okay to "let 'em go," and within a half hour 16th and Byrd Streets were back to normal. In a photo taken about 7:45, we can pick out about 72 cameras in position, not counting those atop the building, so we'd estimate about 85 cameras got the shots, and the overall crowd, including spectators, was about 125.

I slept late the next morning, satisfied that we'd done the job, and was awakened by Marc Balkin bubbling over with excitement, "Wait 'til you see this!" There was our scene covering nearly one-fourth of the front page of the *Richmond Times-Dispatch*, followed by a fine article inside by Robin Traywick. Within the next few days we learned that Bob Brown's photo made the AP wire and showed up all across the country.

I was able to get one-day custom developing on my roll of 2¼" square Kodacolor II and have a custom 11"×14" print made up in time for the convention banquet Saturday night. The print was to be presented to CSX Chairman Hays T. Watkins, the banquet speaker, and I was delighted to hear Mr. Watkins begin his talk with some kind com-

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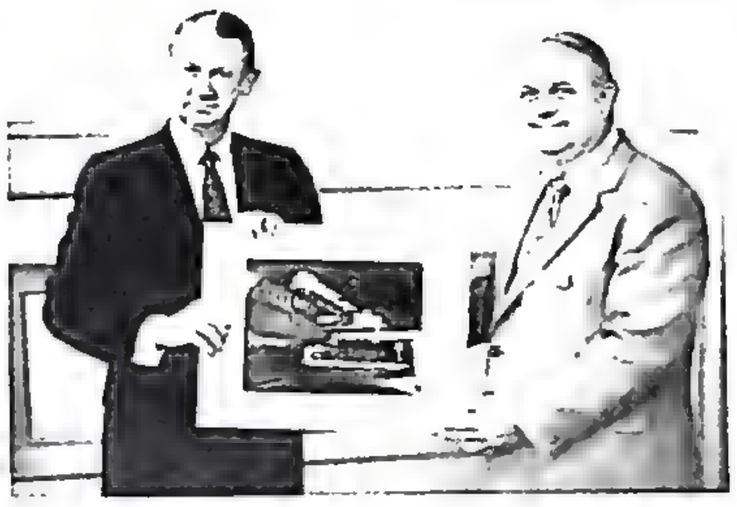

A COLOR PRINT of the triple crossing night shot was presented to CSX Chairman Hays Watkins by R&R Editor Jim Boyd at the NRHS banquet.


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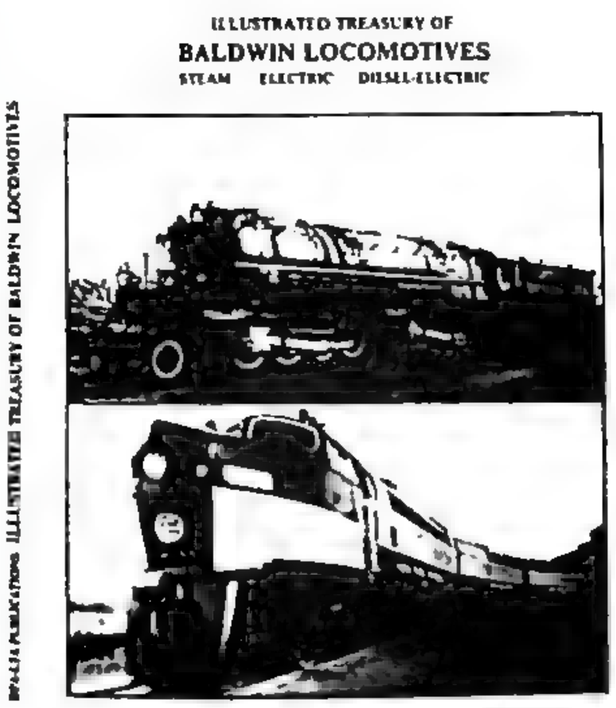


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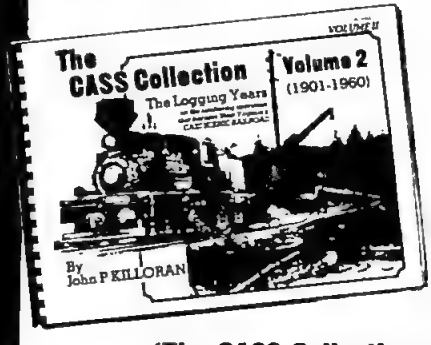


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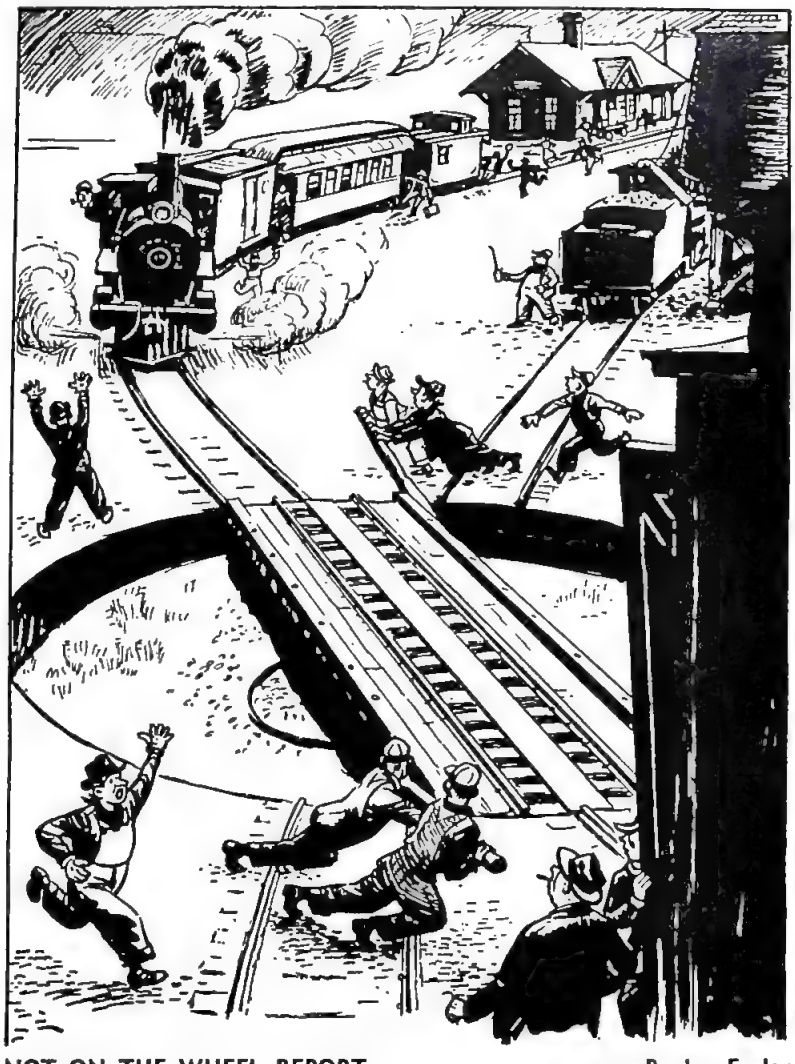

NOT ON THE WHEEL REPORT By Joe Easley

"The Hog Law's about to catch Uncle Ben"

ments about the triple crossing photo that had greeted him on the front page of the paper Wednesday morning. "Ever since the merger, I've been trying to get my P.R. people to do that . . .," he observed, and noted that he'd sure like a copy of the picture for his office wall—not knowing that I had that 11″×14″ ready for him. When I presented him with the photo, I was quick to point out that it *was* his P.R. people in Cleveland and Jacksonville—along with Jim Bistline on the Southern—who set it up.

Incidentally, I had put the photo into a 16″×20″ matte so that it could be handled, but still needed something to wrap it in for the presentation. The giftwrap section of a local store provided a reasonably appropriate wrapping paper: a deep blue background decorated with a yellow cat—not Chessie, but Garfield.

### Bill Purdie honored

Last November Norfolk Southern's Master Mechanic-Steam Power, Bill Purdie, retired after a career of overhauling excursion steam locomotives for the Southern and Norfolk Southern that included SR's 2-8-0s, 2-8-2 and 4-6-2 as well as the ex-C&O 2-8-4 and N&W 4-8-4 611. It was a business that Bill characterized as having only one predictable element, "long days." He did, however, enjoy the work and took a great deal of satisfaction from it. With his successor, Doug Karhan, in charge of the S&A 4-6-2 750 crew and his son Donald in charge of N&W 611, Bill was on hand for the steam runs during the NRHS Richmond convention and was spotted in the cabs on a few occasions. More frequently, however, he could be found lineside during the runbys and servicing stops mingling with the fans in the company of wife Sara and daughter-in-law Kathy. On one particular occasion I greeted him with, "Imagine this, a live steam engine nearby and here's Bill Purdie cool, clean and relaxed."

"And I intend to keep it that way," he grinned in reply.

At the NRHS banquet that Saturday evening, NS General Manager of Steam Operations Jim Bistline announced that as a permanent tribute to him, the Southern crew car *Man O' War* would be renamed the *William J.*

*Purdie.* The next day Bill was at the movie run with 611 at Poe Siding near Petersburg, Va., with Sara and Kathy. As the second runby was completed, the *Man O' War*-soon-to-be-*William J. Purdie* stopped right in front of them for reboarding. As the folks began to clamber aboard, Bill remarked, "Y'all be sure to wipe your feet, now, y'hear."

### Junk (food) mail

I don't think I've ever gotten such a universal response to ten minutes at the typewriter than that "Railfans and junk food" piece in this column in the July issue. Permit me to redirect a little FANMAIL to the following:

Took a week down here in Florida with my new bride and only today at poolside finished reading the July '83 R&R. As one acknowledged in print for my "legendary" exploits at McDonalds, permit a few comments on your "Railfans and junk food" on page 63. Having sampled the fare of most junk food peddlers from coast to coast in my railfan travels, I am firmly committed to the consistent mediocrity of McDonalds. But Jim, Wendies? Steak 'n Shake? *Taco Bell?* Such bogus eateries hardly qualify as "civilized junk food;" anorexia nervosa would be a better alternative!

DENIS CONNELL
Clark, N.J.

Enjoyed your mention of "Bun-and-Run" restaurants. Yes, Connell does a commendable job at the Arches. But check your atlas; Connecticut's historical towns of New Britain and Manchester have had Taco Bells for quite some time, and I know I've seen others in New England. Of course, the one-train-a-day offered by the B&M and Conrail respectively through those two towns will not compare to the activity at Manassas or Canton, but what the heck, do we want trains or bad tacos?

SCOTT HARTLEY
Waterbury, Conn.

Please tell Mr. Boyd that the cure for his taco attacks are closer than he thinks. There's a Taco Bell in Newark, Delaware, about 20 minutes from the Wilmington & Western. So now people like him—and me—have a legitimate excuse to travel there to get a "fix." What better way to top off a Burrito Supreme (my favorite) than to catch W&W's pretty 4-4-0 in action. *Bon apitit!*

MARK SHOTZBERGER
Dover, Del.

Come on Jim, don't you know that too much of that plastic food will turn you into a bus fan?

Here we go, trying to preserve and document the past in our travels photographing chooches, and you're glorifing plastic-burgers: How about some golden arches in the background of that great cover shot of El Paso, Illinois?

One of the best things about going to Bellows Falls (and one of the pleasures to be missed after this year) is breakfast at the "Miss Bellows Falls" Diner in town—a real '30s Worcester Lunch Car. And how many of you intrepid fans have a shot of this classic?

How many of you Chessie chasers have been in the "Subway" across from the WM yard office in Hagerstown? Even Ross Rowland has been seen in that place. I know it looks like a bucket of blood, but the

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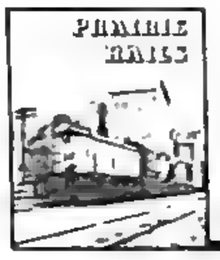

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steamed crabs and crab cakes are great regional delicacies. It's also where the BL2 crews (and most other WMers) go for lunch.

One of my buddies and I fondly remember a three-day Cincinnati-Roanoke 4501 marathon that ended in a little hole-in-the-wall Chinese place in Roanoke on a Sunday eve. The three of us were the only ones in the place, and when the owner saw he had an appreciative (and captive) audience, he said, "You put away menu; I make special for you!" Eleven years later we still remember-a virtuoso performance.

So, try the places off the neon strip; ask the locals what's good—you might find something really neat.

P.S.– Taco Bell *is* pretty good.

HOWARD PINCUS
Larchmont, N.Y.

Couldn't help but notice your Steak 'n Shake recollections in R&R, so I thought I would anguish you with this account of a recent weekend excursion to central Illinois that Otto Dobnick and I undertook.

Our first stop after the long drive from Waukesha to Peoria was breakfast (Saturday, May 14) at the East Peoria Steak 'n Shake, which now appears in the new Steak 'n Shake paint scheme (red and white). This was followed by a East Peoria—Powerton chase of a C&IM train, some general sightseeing of the area (it was essentially Otto's first trip to sacred central Illinois) and a return to the same Steak 'n Shake for lunch. After an afternoon of chasing ICG's Decatur—Pekin line and more railfan sightseeing, we followed the abandoned IT right-of-way to Bloomington where we finished off the day with dinner at the Steak 'n Shake on Illinois Highway 9; once we checked into the Regal 8, it was back to S&S—this time to the one in Bloomington on Highway 150, where we had dessert. (This one's a classic—flashing lights, old-style tile walls, and a drive-in lot.)

Our brilliant sunshine Sunday, May 15, began with "Eggs Steak 'n Shake" at the *original* S&S in Normal ("Eggs Steak 'n Shake: A piece of French toast with a steakburger on it, two scrambled eggs on that, and melted cheese sauce poured overall—fabulous!). After a couple of hours at the GM&O Historical Society swap in Bloomington, we hooked up with Dave Lichtenburg and Garland McKee from Lexington, Ky., (both also devoted fans of Steak 'n Shake) and went for a fine afternoon of chasing C&IM—RS1325s on the point and everything! After a stunning chase of a southbound C&IM from Havana to Springfield (RS1325/SD38/SW1500), we celebrated with a big dinner at the S&S on South Grand in Springfield. This is one of the few independently-owned Steak 'n Shakes left, and it was a classic. It still had marked china, and we even ended up buying seven coffee mugs from them! Because of its original outside decor, the four of us staged a photo runby of the building, to the amazement of car hops and customers. Then we parted with our Kentucky contingent; we headed back north, stopping back at the Normal S&S for dessert while the Kentucky boys stopped at an Indianapolis S&S for theirs.

MIKE SCHAFER, Editor
*Passenger Train Journal*
Waukesha, Wis.

This is only a sample of the mail received, but I think you get the idea. Incidentally, that East Peoria Steak 'n Shake that inspired it all is shown on page 17 of the Spring

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N&W 611 Excursions, St. Louis to Moberly Mo. and return. Sat., Aug. 20th and Sun., Aug. 21st. Travel via ex-Wabash main line. Spectacular Missouri River crossing. Tickets - $40.00 adult, $35 child 2-12. For tickets and complete information write to: Steam Returns "83", 700 Don Ron Dr., St. Louis, MO 63123. 1183

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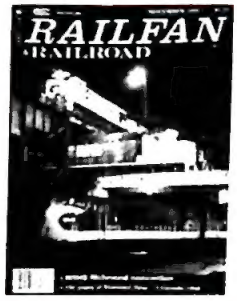


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***If you don't want to mutilate your magazine, send your order and remittance in a letter.***


1983 *Locomotive Quarterly*, with the original structure visible behind Mikado 40 pulling off the bridge.

It seems that everyone has their favorite eatery, and railfans on the ramble seem to hit more than their share of fast food joints. One of the appeals of railfanning is that you're obliged to deal with the real world while chasing trains, and meals and places of lodging become an integral part of the experience. A lot of examples come to mind, like a night spent for a total of one dollar at the Hotel Idaho in Avery or the unbelievably sleazy cardboard-walled "cells" next to the old Albany Union Station. I remember my first voluntary eating of cottage cheese—which I'd hated as a kid—and discovering I liked it, in the dining room of the B&O YMCA in Grafton, W.Va. When I was working for the IC, I used to get a hero/submarine sandwich from a place across from Markham Yard (it's now a real estate office), and in the winter I'd place the foil-wrapped sandwich atop one of the locomotive window cab heaters and have a nice hot lunch by the time we cleared Broadview.

It's good news that Taco Bells are spreading throughout the Northeast. Incidentally, that Taco Bell I mentioned in "Canton" is actually the one on Belmont Avenue in Youngstown, that great junk food strip that awaits anyone who survives the westward trek across Pennsylvania on I-80. Railfans should note that there's now a new combination camera and hobby shop, Trumbull Camera & Hobby, right next door.

Jim

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KODACHROME ROBERT W COURTNEY

**EIGHT F-UNITS**, in an A-A-B-A-A-A-B-A consist, were working the Tidewater Turn on January 16, 1982. They have left their empty coal cars east of town and brought their local work into Winnsboro for switching. Five or six units is much more common for this job, which photographer Bob Courtney describes in detail in his article on page 54. Yes, these units still run.

KODACHROME LON COONE

KODACHROME GARLAND McKEE

**ANOTHER CLINCHFIELD** unit, F3/F9 805, was sold by ICG Paducah Shops to R.J. Corman Railroad Construction Co. of Nicholasville, Ky., which is remodeling the insides of its shell into an office along with ex-Auto-Train/CB&Q *Silver Sage*.

KODACHROME ALYN SPECHT

**NJ TRANSIT** has acquired six C&NW F7s for commuter service on former-Erie lines; 418 was at Waldwick, N.J., on June 3, 1983.

**SEABOARD SYSTEM** was represented in the Richmond triple crossing night shot (below, Preston Cook's view from atop the diversion plant building) with a recently shopped GP40, but squirreled away at Erwin, Tenn., are former-Clinchfield Fs 116 and 118 (CRR 800 and 200) in fresh SBD colors (left, June 5) reserved for special assignments.

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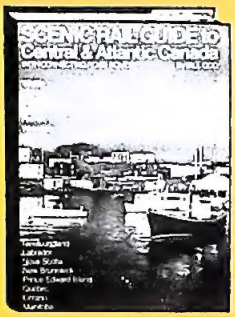


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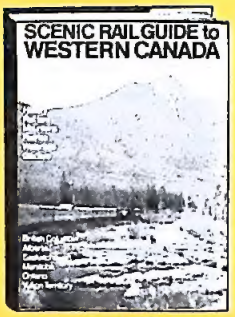


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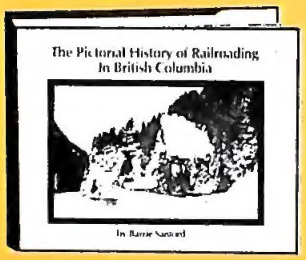


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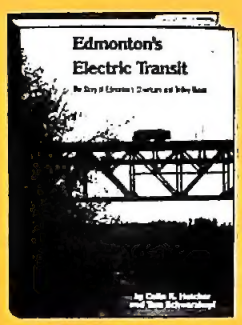


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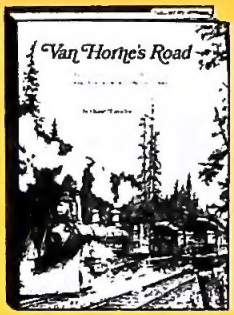


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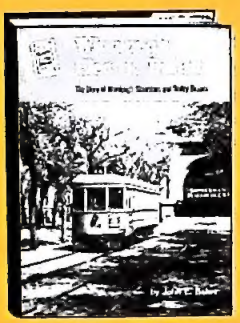

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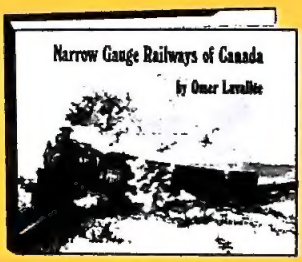


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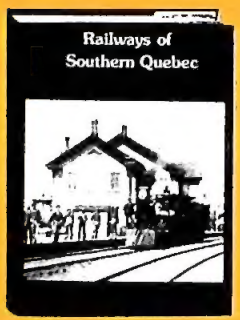


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